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306 • December 1998
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Longshots

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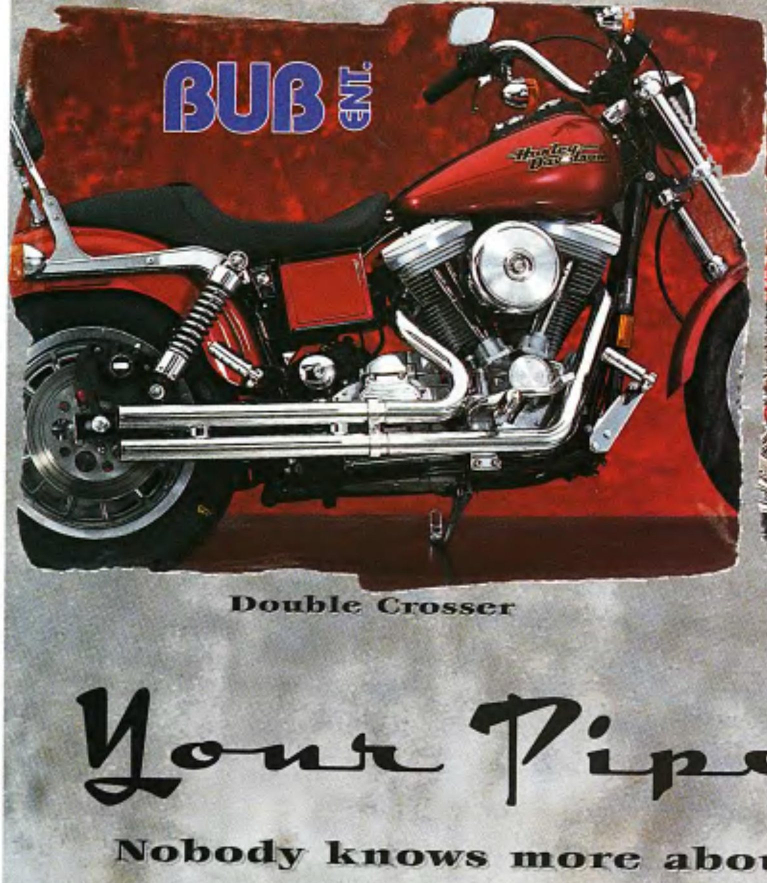
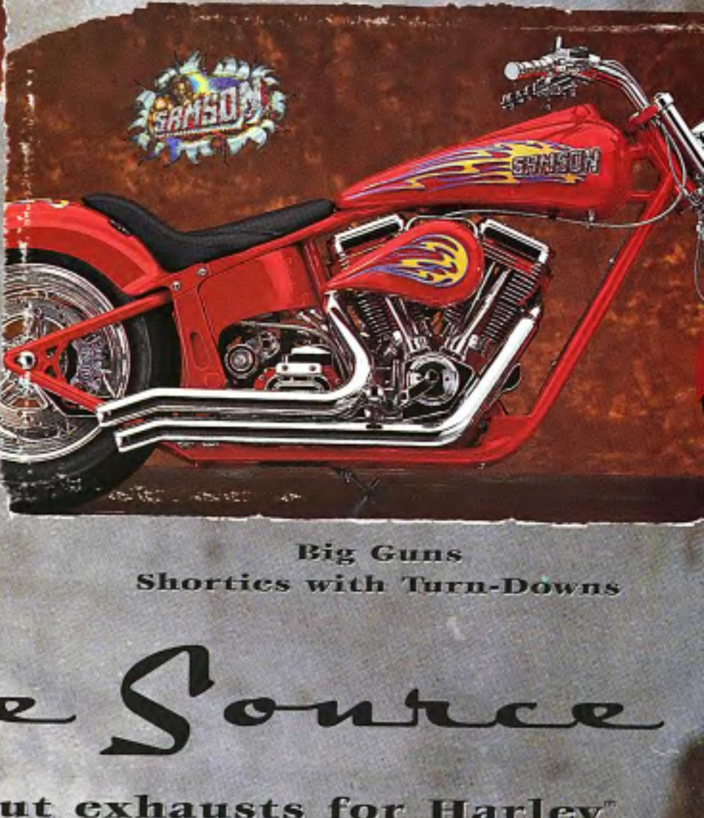


Double Crosser



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TakingItEasy

From our "Safety First" Dept: A company that had a five-year perfect safety record wanted to continue its stellar performance, and so decided to show its workers a film aimed at encouraging the use of safety goggles on the job. But the film's graphic depiction of **gory accidents** was just too graphic—25 workers suffered minor injuries in their rush to leave the screening room. Thirteen others fainted, and one man required seven stitches after he cut his head falling off a chair while watching the film. (So much for their five-year perfect safety record.)

A bus carrying five passengers was hit by a car, but by the time police arrived on the scene, 14 pedestrians had boarded the bus and were complaining of whiplash injuries and back pain. (Welcome to **sue-happy** America.)

Here's a quick-thinking airline agent. A crowded airline flight had been canceled, and a single agent was re-booking a long line of inconvenienced travelers. One of the passengers, who was quite angry, pushed his way to the desk, slapped his ticket down on the counter, and said, "I *have* to be on this flight and it has to be *first class*."

The agent replied, "I'm sorry, sir. I'll be happy to try to help you, but I've got to help these people first. I'm sure we'll be able to work something out." The passenger was unimpressed. He asked loudly, so that the passengers behind him could hear, **"Do you have any idea who I am?"**

The agent grabbed her public address microphone and spoke into it, saying, "May I have your attention please? We have a passenger here at the gate who does not know who he is. If anyone can help him find his identity, please come to the gate."

Everyone was laughing while the man glared at the agent and said, "Fuck you."

The agent, without hesitating, said, "I'm sorry, sir, but you'll have to stand in line for that, too."

This guy stole a **steamroller** and led the police on a 5-mph chase until an officer stepped aboard and brought the vehicle to a stop. He later explained by saying he was just "tired of walking."

This month's Dumbest Felon Award goes to a guy who was wanted for arson and was captured. The arresting officer asked him if he was **Joe Blow** (not his real name), and the suspect said no. So they told him they would have to fingerprint him anyway, which they did. At the bottom of the blank fingerprint card, on the signature line, the suspect very helpfully signed his real name. (Doh!)

Here's a want ad that appeared in a California newspaper: "Overweight alcoholic, hates kids. Seeks gorgeous F. Must like cooking, home repairs, **washing Harleys."** (That oughtta fry the women's libbers. Wonder how many replies he got?)

If you ride a bicycle, keep your feet on the damned pedals. A cyclist fell on the crossbar after his feet slipped. Three days later he had sex, but **his erection refused to go away.** When doctors tried to deflate his dick using a needle (ouch!), the blood was under such pressure that it filled the syringe immediately. Doctors eventually had to create false blood clots by passing small chunks of sponge down a plastic tube into the artery to block the tear. The treatment was successful, and normal sex was resumed a week later. (This guy must be a little gun-shy of bicycles and needles now, don'tcha think?)

This is the era of the theme restaurant and all, but this one takes the cake. In New York City a restaurant recently opened that caters to the **S&M crowd.** It offers dinner spankings and food served in dog bowls. (Who ordered the meat loaf? Bad boy, bad boy!)

In South America a woman was driving with her grandmother to visit her sick grandfather. Two carjackers stopped them, and the **grandmother pleaded** with them to forget about the car (but they said they couldn't, as they needed it for the weekend), or at least to swing by the hospital and drop off the two women (which they did). The grandmother also got them to promise to return the car by Monday, as the women needed it for continuing transportation to the hospital. Believe it or not, the carjackers actually did return the car, but the women were out of luck because the police held it for three months as evidence.

This definitely falls into the "How could they spend my money that way?" category (at least it's not our country): Britain's world-renowned, government-owned broadcaster, the BBC, will spend about $8.6 million in public money for a **new logo** in which its letters will stand up straight instead of at their present 17-degree tilt. (Seems a fair price. Sheesh!)

From the Useless Fact Department: In California, the only two things that you can throw out of your vehicle, legally, are **water and chicken feathers.** Please note: the chicken must be alive.

Definition of gross? Recovering from brain tumor surgery in a hospital in Sweden, he'd been complaining about nasal congestion when **he blew his nose** and felt a non-natural substance flapping inside his nostril. When he stopped tugging, he was holding a 31-inch long cloth apparently left inside accidentally during the operation. (For my next magic trick, I'll pull a beach towel outta my nether parts.)

And our quirky quote of the month is from Chuck Smith of Woodbridge, Virginia: "His thoughts tumbled in his head, making and breaking alliances like underpants in a dryer without Cling-Free."

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 306 • DECEMBER 1998

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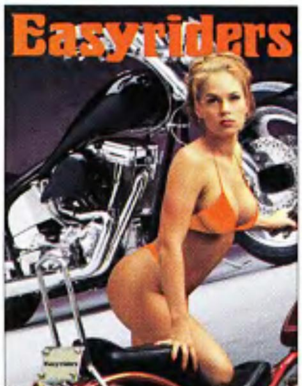

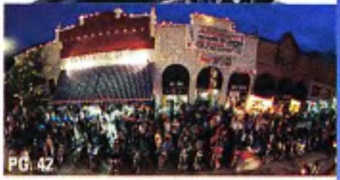

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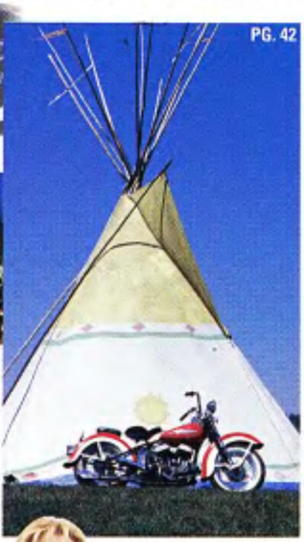

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Cover photo of Mike Davis' black FXR by Mike Lichter. Photo of Fox Hunt winner Crystal and Indian Gene's Special Construction Shovel by Michael Farabaugh. Special effects imaging by Todd Kidder.

The next liver-quiverin' issue goes on sale December 1, 1998 **Printed in the USA**

Web site:www.easyriders.com

***Easyriders*®** magazine ISSN 0046-0990 Number 306. December 1998. Vol. 28. ***Easyriders*®** is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301-2693, (818) 889-8740. Editorial mailing address is P.O. Box 3000, Agoura Hills, CA 91376-3000, (818) 889-8740, FAX: (818) 889-1252, **Web site: http://www.easyriders.com.** Periodicals postage paid at Agoura Hills, California 91301-2693 and at additional offices.

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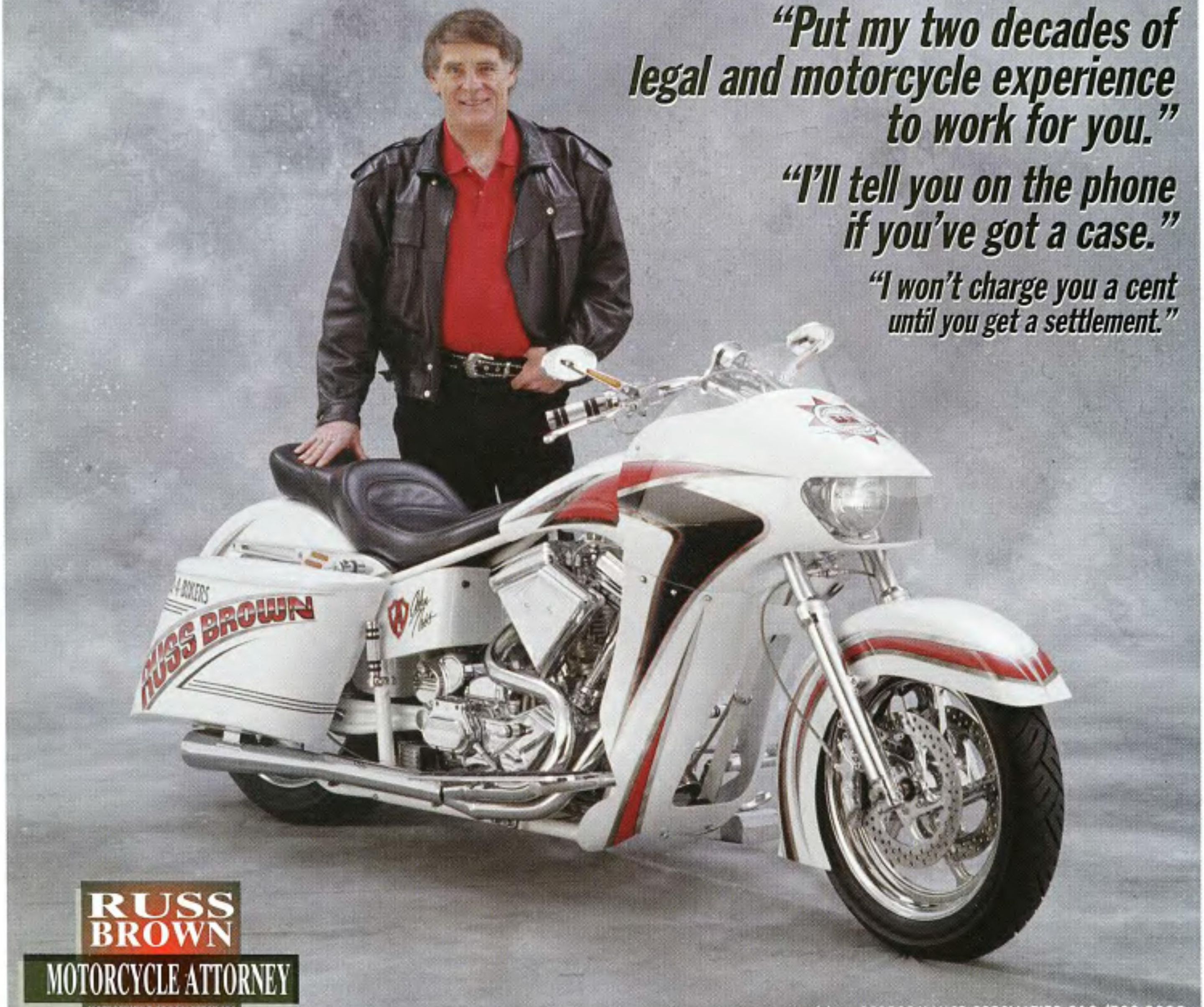

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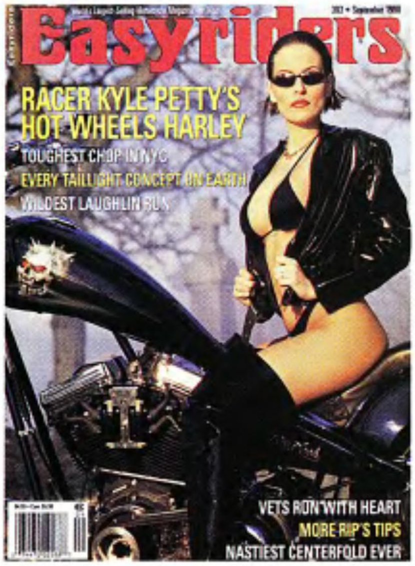


Raisin Pie

Damn, you guys deserve a big piece of raisin pie for the cover of the September '98 issue (#303). It's one of the best-lookin' ones I've seen in a while. Keep it up.

Mac Pilliam
Sheridan, Illinois

Sturgis Gripe

I've been to Sturgis several times in my life, but over the past four or five years, the whole attitude of the run and Sturgis have changed. No longer is it the fun, carefree tramp run it used to be. Now it's 5 o'clock martinis, custom bikes, and God forbid a chick should show her tits! After all, that's indecent exposure—yeah, right!

The only thing that's indecent is the new elite crowd that has ruined what was the best biker rally in the country. Anyway, thanks for letting me air my views.

Doc Holliday
Prescott Valley, Arizona

He's Unhappy

What the hell has happened to you people? You used to be able to get those really great Dave Mann centerspreads out in one piece and still keep the magazine intact—no can do anymore.

Also, some of the things that attracted people to your magazine are now gone. *Easyriders* was not just another magazine—it was *the* magazine. Now you are starting to look more and more like just another magazine ...

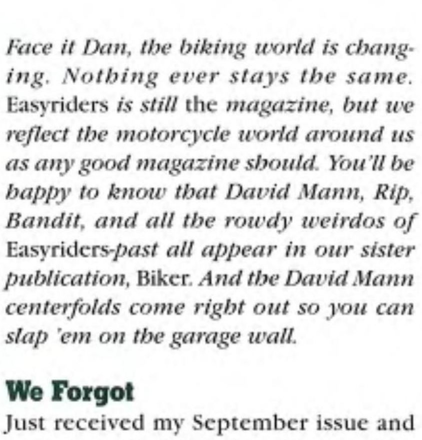
Dan Baker
Phoenix, Arizona

Face it Dan, the biking world is changing. Nothing ever stays the same. Easyriders *is still* the *magazine, but we reflect the motorcycle world around us as any good magazine should. You'll be happy to know that David Mann, Rip, Bandit, and all the rowdy weirdos of* Easyriders*-past all appear in our sister publication,* Biker. *And the David Mann centerfolds come right out so you can slap 'em on the garage wall.*

We Forgot

Just received my September issue and came to the Tech Tip about Panzer's Neo-Pan engine. Nicely done, but in the chart you neglected to mention our name for the belt drives. You should put down the tequila while filling in the tech info.

We make the longest wearing belt drives currently on the market, and when



we are lucky enough to have our products on a feature bike, it certainly helps to at least mention our name.

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The *real* right number for Bird's Lid Lines (Parts Box #299) is (888) 432-6824. Honest.

Fiction, Yes, Naked, No

As a member of a Christian Motorcycle Club, I truly enjoyed your fiction titled *A Night In Purgatory* in the September issue. Now if you could just stop showing naked women, I might subscribe.

Bill Cantrel
Bend, Oregon

Plump Pinups

Why not show real women in your magazine, or even plump women in sexy lingerie? I know many men who prefer big women to those skinny-assed little coke whores you feature each month.

My woman is over 200 pounds of pure love and she can do things with her good arm and a bowl of fruit that sends me to Nirvana. How 'bout some big gals? They ride, too, and besides, cottage cheese thighs are sexy.

Warren Wilson
Billings, Montana

Not in this lifetime, Warren.

And Another One...

Please print this letter I sent to Concord Tire & Auto Service in Concord, New Hampshire. They deserve a pat on the back.

On the morning of July 15, while returning home to West Deering from Manchester, one of the coil wires on my bike broke, reducing me to just one cylinder. I pulled off on exit 1 off I-89 and went to the gas station where the attendant referred me to the auto parts store next door. I went in and explained my problem, but they said I had to purchase a whole roll of wire instead of just the 3 inches I needed.

Well, needless to say, I wasn't going to buy 50 feet of wire, so I left. I was standing there not knowing what to do when I spotted your store. When I first went in, I could see I wouldn't be able to talk to a mechanic so I went to the service desk and explained my problem without expecting them to do anything. But guess what? They not only listened to me, but within a few minutes had not just one but two mechanics out front to talk to me. In another few minutes they had the piece of wire I needed, the tools with which to put it on, and the connectors to put it all together—and at no cost!

Listen, I've been a Harley rider for over 25 years and look the part too, but seldom in that time have I experienced the level of concern, courtesy, and professionalism I experienced at your store. Your whole staff deserves not only my thanks but thanks from all riders. And I can assure you of this—when I next need tires and anyone else I know needs them, I know exactly where to send them.

Vern Mitton
Antrim, New Hampshire

Indian Larry Fan

It's about time you show a bike that was built by the owner. Let's have more articles about guys like Indian Larry (September 1998, #303) and their bikes, instead of articles about guys who have $30,000 to throw into a bike that's only a year or two old.

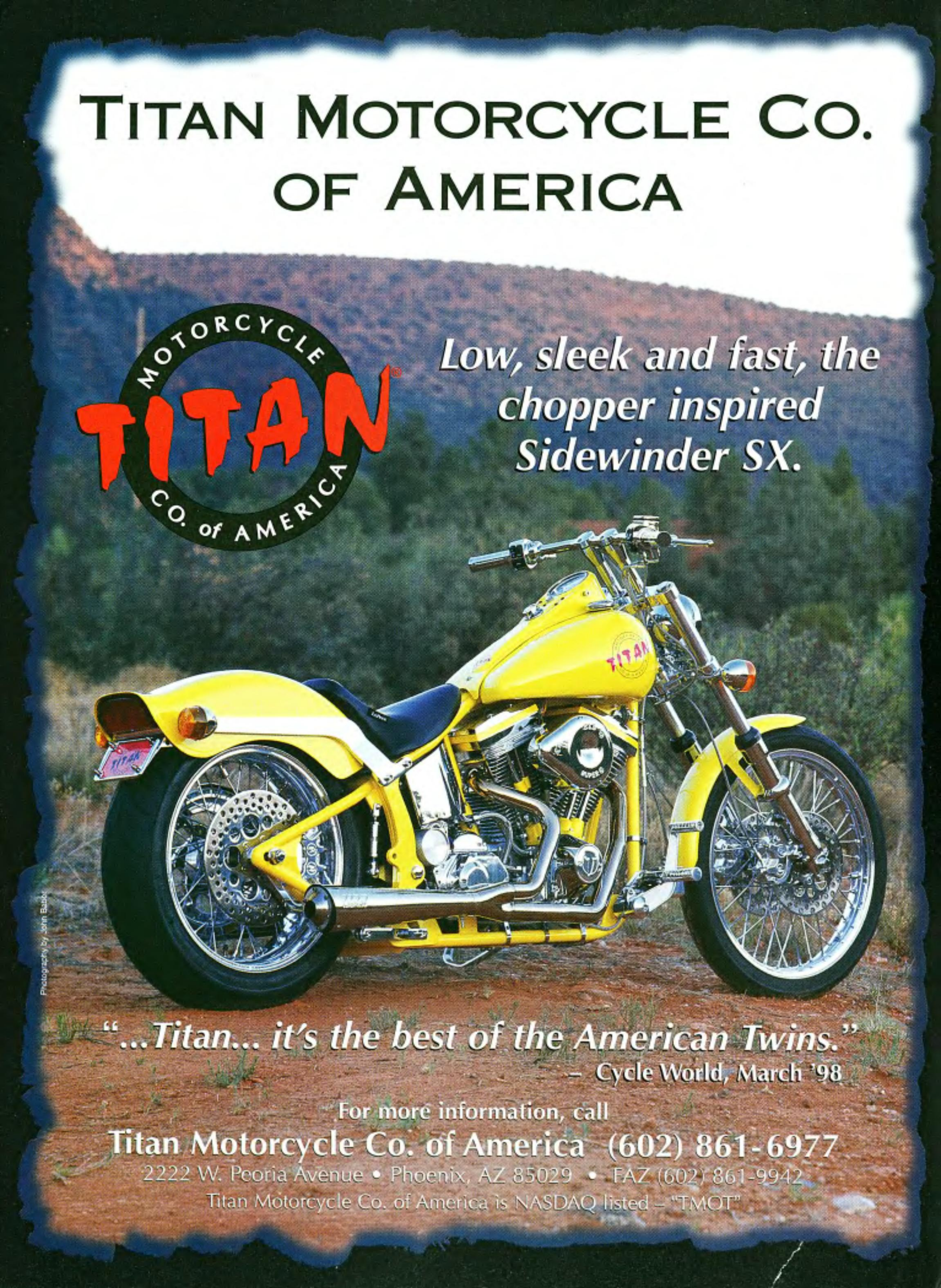
John King
New York City

Pat On The Back

On our last short putt the day before our 1,200-mile ride to Harley's 95th, I heard a noise coming from the primary of my Road King. Panicking, we rushed back to the local bike shop to see what could be done. We arrived at Custom Cycle Works in Berkley, Massachusetts, just as they were closing, but the guys said they'd check it out.

I paced as Tom and Joe tore it apart and got us fixed and running. It was 10 p.m. and we were leaving at 4 a.m.! These guys are true bikers and really went the extra mile for us. Thanks again, guys.

Mike Pacheco
Dighton, Massachusetts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Don't Mess With Texas

Larry Curik's Lone Star Chopper

So it's 11 p.m. the night before the big *Easyriders* Bike Show in Columbus, Ohio. You're partyin' with a few friends over the successful completion of your newest show-winning chopper, known as the Highway Star, when you hear the shrill wail of your van's alarm down in the hotel parking lot. What to do, what to do? Well, if you're Texas-born Larry Curik with the Code of the West emblazoned on your heart and a realistic Texas Ranger's badge adorning every scoot you build, you grab your Colt .44 magnum and head on out the door! →

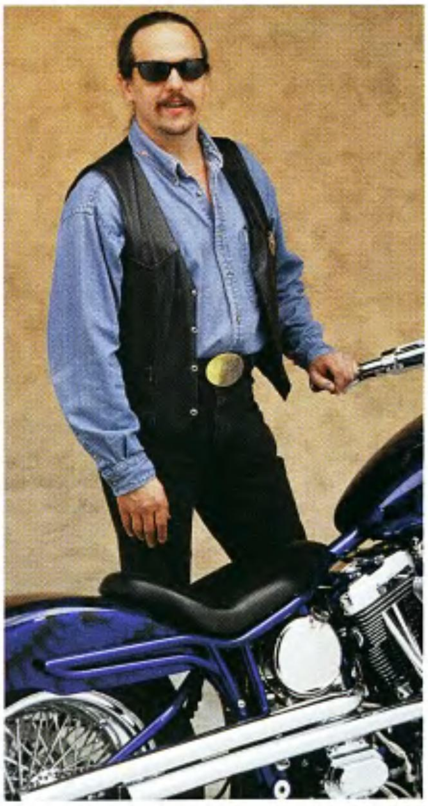
The new chopper's owner, longtime friend Pat Beck, was hot on Larry's boots. The men raced down nine flights of stairs, exploded through the emergency exit, and spilled into the foggy night. "The van was chained to a pole but the door was open and the would-be thieves were gone," Larry recalls. "The first time that Pat saw the finished bike was under the glow of my flashlight that night in the back of my van." Curik had built this Lone Star chopper in his shop in Cleveland, Ohio. And Pat, a tattoo artist at Arsenal Tattoo in Bryan, Texas, had talked design with Larry over the phone but was to see the unveiling of the Highway Star only at the show.

"Pat just let me go wild on this bike," Larry says, grinning. "He wanted a long chopper with his 'Pat Black' tattoo logo on the tank." But Larry had much more in mind, designing and creating such one-of-a-kind features as the unique rear brake/pulley assembly. "The rear brake and pulley are all one smooth unit and I had to build the caliper to fit it," he explains. "All the brake and wheel guys were drooling all over it at the bike show the next day." From the hand-built gas tank, to the rich deep paint by Nick Pastura, and all the details from stem to stern, the Highway Star was an obvious showstopper and took second Best Of Show honors. →

"The first time that Pat saw the finished bike was under the glow of my flashlight that night in the back of my van."

Curik's passion for building primo putts began long ago as a kid in central Texas. "I used to watch *Then Came Bronson* and that really lit my wick," Larry says. "I chanced to meet a guy who was building a Panhead chopper. I was maybe eleven or twelve at the time but already had some mechanical ability, and he let me help wrench that bike together. When he got it finished, he just rode off into the sunset and I never saw him again. Years later, I was working at a company that he had worked at as a draftsman, but I still wonder where he is today."

Larry was building his own mini bikes and dirt bikes from basket cases since the age of 13 and today builds four or five killer customs a year from his small shop. He's currently working on another radical long bike that he calls his Square Bike. "Yeah, it'll be 120 inches long with a 120-inch motor." You can bet when it's finished it will wear Curik's distinctive Texas Ranger Highway Star logo. Hell, it's the Code of the West ... don't mess with Texas. *—Phantom*



Owner: ....Pat Beck
City:...................College Station, Texas

General

Fabrication: ....Larry Curik
Year/make:......1998 Lone Star Chopper
Model: ....Highway Star
Assembly: ....Larry Curik
Chroming:...................Hallcraft's Plating

Engine

Year/model: ....1998 Evo
Rebuilder: ....Larry Curik
Ignition:..Hi-4
Displacement: ....80 cubic inches
Lower end: ....S&S
Pistons:..K.B.
Cases: ....S&S
Heads:....................................H-D/Curik
Cam:...Rivera
Carb:.................polished HSR42 Mikuni
Pipes:...................................Larry Curik
Modifications: ....balancing by Larry, JIMS lifters, one-off Joker air cleaner

Transmission

Year: 1997
Modifications:.......Hurst shifting, Karata belt drive, Hallcraft's wheel sprocket, billet covers by Paul Welke

Paint

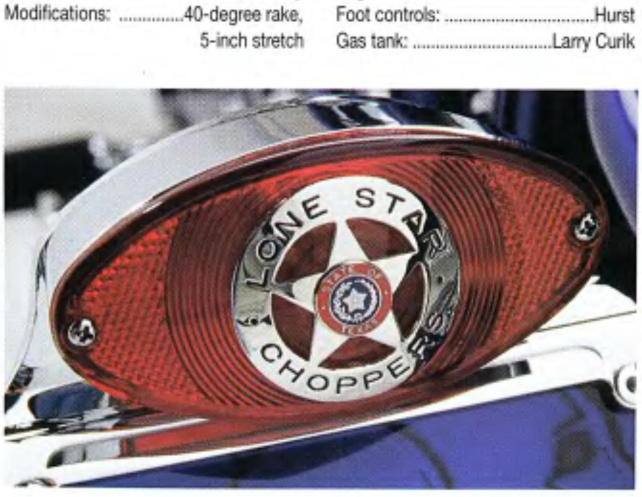
Molding: ....none
Painter: ....Nick Pastura
Color/type: ...................M.F. purple/PPG
Special paint: ....Black Pat logo

Frame

Year/type: ....1998 #2 Softail
Builder: ....Pat Kennedy
Modifications: ....40-degree rake, 5-inch stretch

Accessories

Bars: ....Larry Curik
Handlebar controls: ....Hurst
Fenders: ....Pat Kennedy
Headlight: ....Headwinds
Taillight: ....Lone Star catseye
Speedo: .... VDO Electronic
Pegs: ....Hurst
Foot controls: ....Hurst
Gas tank: ....Larry Curik



Oil tank: ....Pat Kennedy
Seat: ....Larry Curik
Mirrors: ....Phantom
Grips: ....Hurst

Forks

Type: ....wide glide
Builder: ....Pat Kennedy
Modifications: ....8 over

Wheels

Front

Type: ....Hallcraft's
Size: 21-inch
Tire:..Avon
Brake: ....ISR

Rear

Type: ....Hallcraft's
Size:..16-inch
Tire:..Avon
Brake:..................................Curik special
Photos: ....Pam Proctor

2ND BEST OF SHOW
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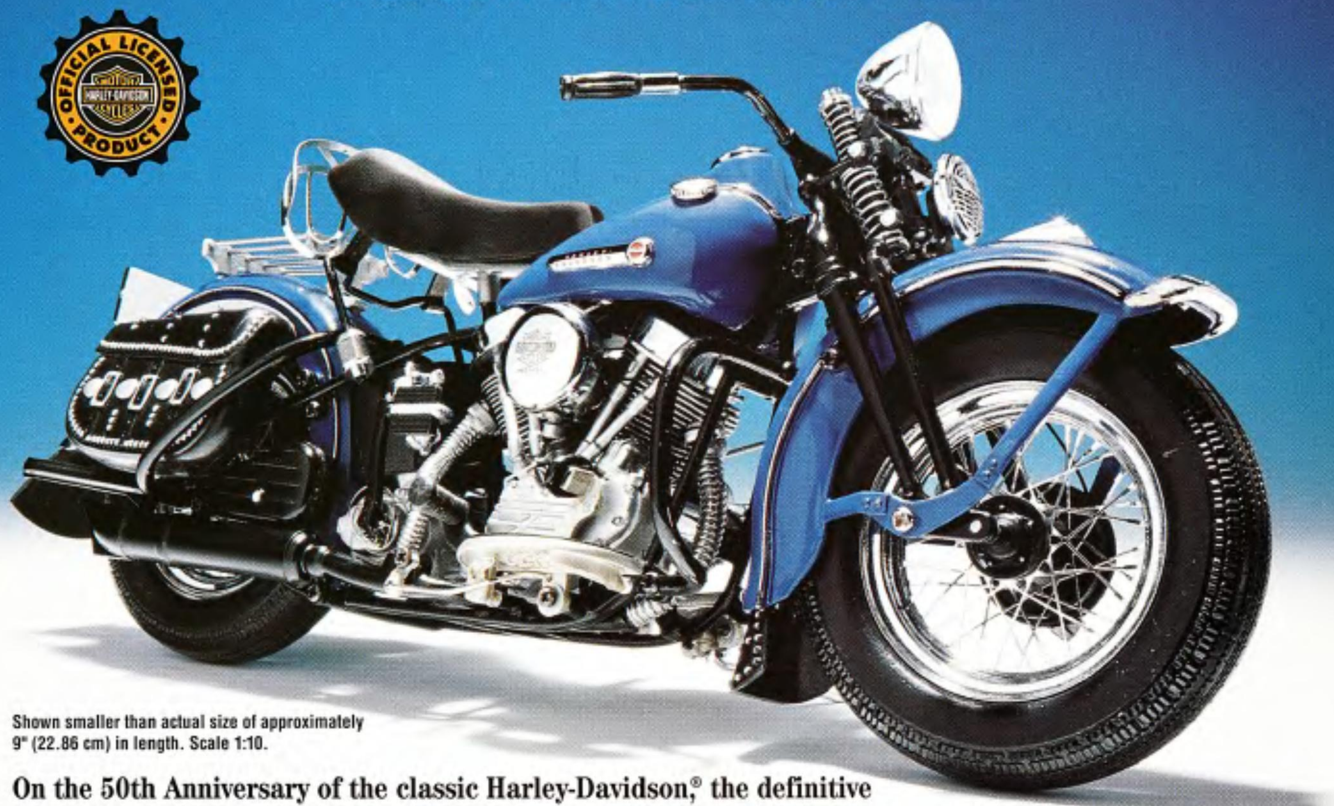

Shown smaller than actual size of approximately 9" (22.86 cm) in length. Scale 1:10.

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It rocked the world in 1948. Now it will rock yours. The first Panhead. The machine that established Harley-Davidson® as the premier motorcycle manufacturer. Recaptured in phenomenal detail. From the "wishbone" tubular frame, to the rear-fender mounted saddlebags. As well as the chrome-plated rocker covers that resembled upside-down cake pans, from which the nickname Panhead was inspired. Complete with a seat upholstered in real leather. And loaded with authentic operating features that include operable springer-front suspension, and kickstand, tank shifter and brake pedal that actually pivots.

Hand-painted in authentic Harley-Davidson® colors. Yours for just $135, payable in monthly installments.

SATISFACTION GUARANTEED

If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

Franklin Mint Precision Models
Franklin Center, PA 19091-0001

Please mail by December 31, 1998.

Please accept my order for The First Panhead.

I need SEND NO MONEY NOW. I will be billed for my model in 5 equal monthly installments of $27.* each, with the first payment due prior to shipment.

*Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.

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ALL ORDERS ARE SUBJECT TO ACCEPTANCE.

MR/MRS/MISS ____________________

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CITY/STATE ____________________ ZIP ________

TELEPHONE # (______) ____________________

19947-47-001

THE FIRST PANHEAD. EXCLUSIVELY FROM FRANKLIN MINT PRECISION MODELS.®

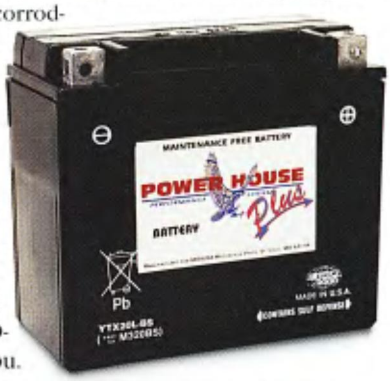
PartsBox

The Bradley Rocket

"It's a manly thing named after artillery," says Headwinds' owner Joel Felty. Naturally, when you name a part after something manly, everybody wants one for their scooter. In the case of this slender Bradley Rocket headlight housing, Joel has had to work overtime, since the 7 3/4-inch long billet aluminum goodie has been leaping off the shelves. This ultra clean statement-maker is available beautifully polished or chrome-plated with a boltless billet mounting bracket. Take this rocket for a ride at your local dealer or call Headwinds at (626) 359-8044.

Crank That Puppy

Tired of tryin' to start your bike on those cold winter days and the starter just goes zuzz...zuz-z-z-z-z...zu? Well, throw out that old, corroded, leakin' battery of yours and get one of these Power House Plus batteries from MID-USA. This pup is absolutely maintenance free and features an advanced design known as Gas Recombination Technology (sounds like the morning after a burrito and beer party at my house) that doesn't allow normal leakage of fumes. There's no dreaded acid leak tube, and you don't have to check fluid levels either. With 270 cold cranking amps, your high-compression engine won't be so hard to start. Contact MID-USA at (800) 632-0024 to find the dealer near you.

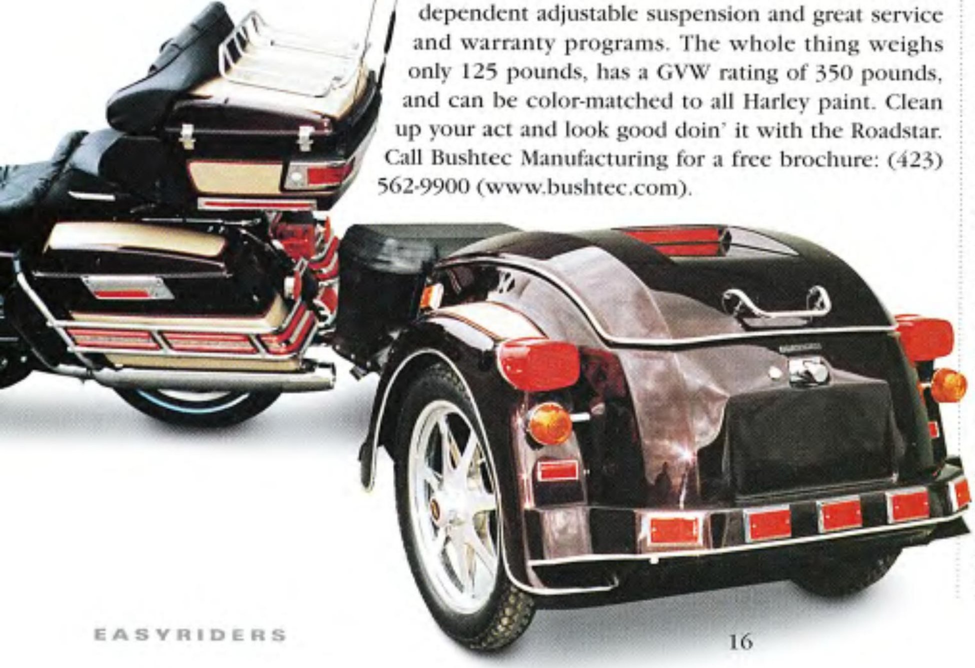


Hallcraft's Radial Laced Wheels

Now you may be saying to yourself, what the %^*&*^$#@ is a radial laced wheel? Good question. Hallcraft's hand-assembled wheels feature 80 large diameter six-gauge spokes, set at 22 degrees for extra strength. Available in sizes from 16 to 21, these lookers come triple show-chromed and in straight or pearl design. But wait, there's more. They're also silicone treated and sealed and are 100 percent tubeless with an exclusive internal balancing system, which means there are no external weights to frown at. For info call Hallcraft Industries at (904) 668-0771 and ask them what the %^&*$#@ is a radial laced wheel?

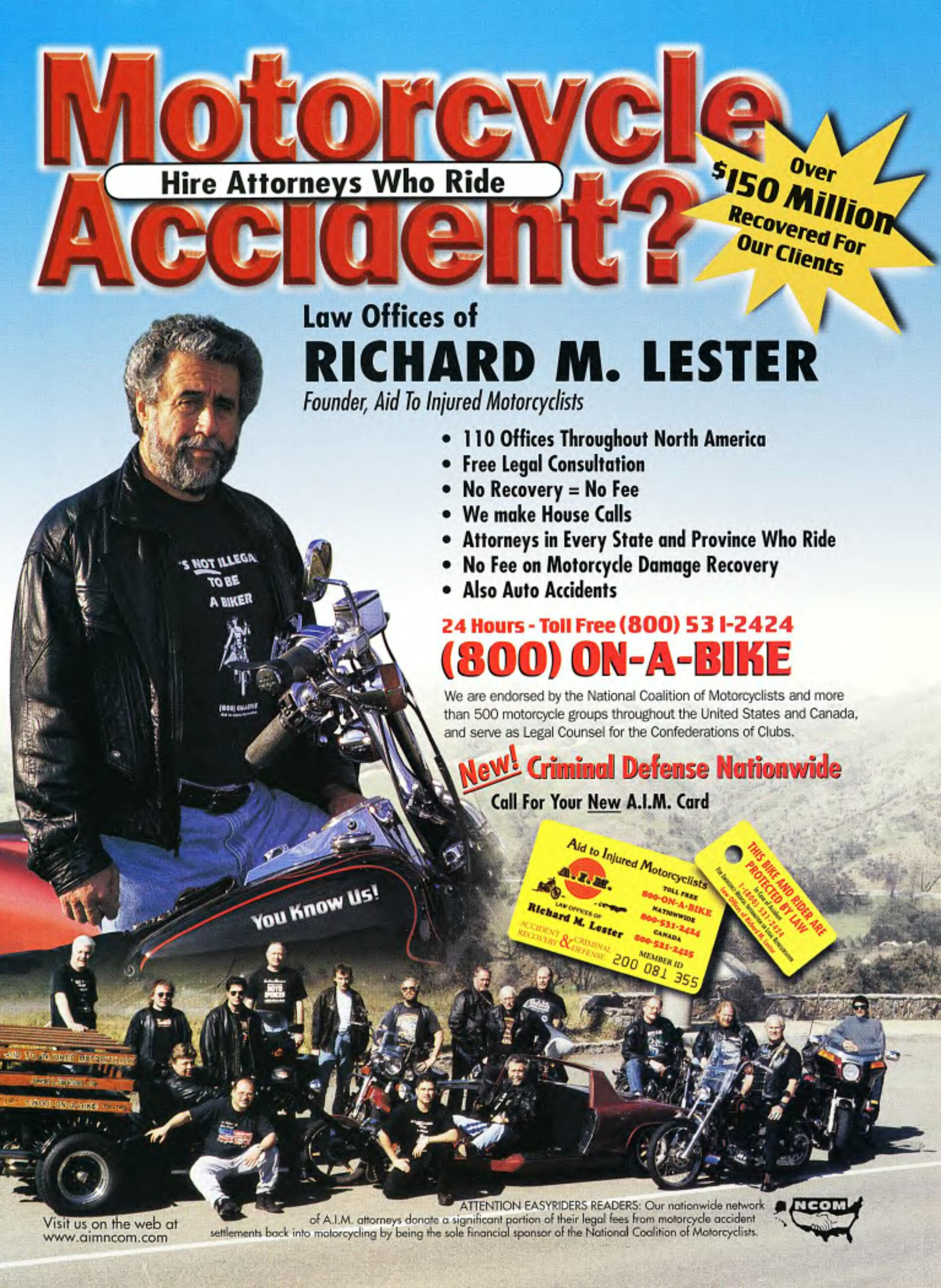
No Bagger? No Problem

You say you rode to Sturgis with trash bags fulla crap hangin' off your scoot piled so high that you looked like an overloaded garbage truck? Well, step into the future, bunky. Bushtec's Roadstar bike trailer is a retro wonder with 22 cubic feet of enclosed storage and hitch applications for all Harley models including Sportsters. The Roadstar offers independent adjustable suspension and great service and warranty programs. The whole thing weighs only 125 pounds, has a GVW rating of 350 pounds, and can be color-matched to all Harley paint. Clean up your act and look good doin' it with the Roadstar. Call Bushtec Manufacturing for a free brochure: (423) 562-9900 (www.bushtec.com).



Something Free!

Now how can you pass this up? The complete line of Mikuni HSR42/45 Series Performance Carburetor Kits are featured in this *free* color brochure. You can peruse such wonders as Mikuni's "Easy Kits" with California exemption for street legal use, "Total Kits" for special applications, and "Race Kits" for highly modified motors. Also included is info on Mikuni's new Upgrade Kit, which features carb, cam, and ignition upgrades for turning your tourer into a tornado. Applications shown include all Harley 1340cc Evo models, 1200cc Sportsters, Buell S2, and Shovelheads. Mail a legal size SASE to: HSR Carb Brochure, Mikuni America Corp., 8910 Mikuni Ave., Northridge, CA 91324.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That Old Black Magic

SERIOUS AS A HEART ATTACK

Lately, I've been watching the world wobble its way toward the year 2000 like a Sunset Strip slut with a pint of Jim Beam sloshing around in her gut and the stench of three packs of Salem Lights billowing from her mouth. Everywhere you look, there are dumb-ass movies, stupid songs, lying lawyers, no-class nerds—the list goes on indefinitely. In the world of custom scoots, bad taste has become the norm, so ubiquitous and expected that you just grow numb to it. That's why I was literally stunned by the beautiful, stark simplicity of the '97 custom FXR shown here. ➔

No bolt-on bullshit, no 27 layers of shimmering Day-Glo colors, no cutesy crap anywhere—and the result is a bike that simultaneously looks as lethal as a black widow and as inviting as a long, cool woman in a black dress.

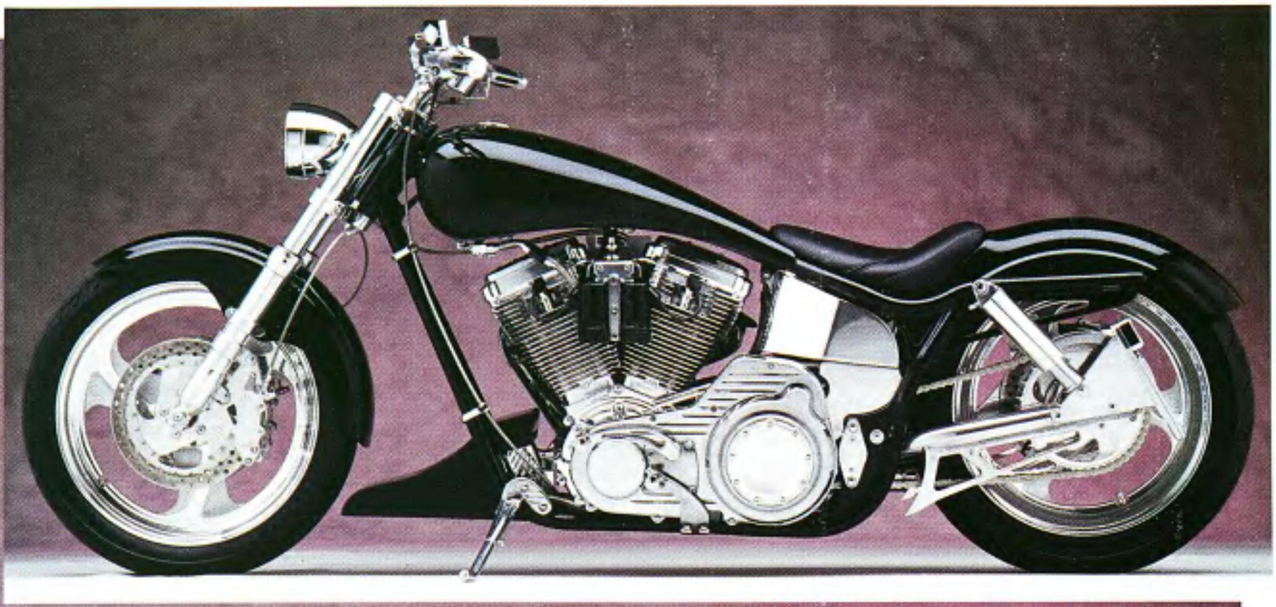
Lou Kimzey, the late, lamented founder of this magazine, once told me, "Black is the only color for a motorcycle." And I agree—anything else is for candy-ass girlie-men.

Like Henry Ford said, "You can have any color you want ... as long as it's black." Oh, sure, if you just must have the latest and trendiest paint job—something like Pastel Puke blending into Bird's Butt Blue, all on a base coat of The Artist Formerly Known as Prince Purple, then knock yourself out. But at least have the integrity to admit you wear a push-up bra and lace-trimmed panties.

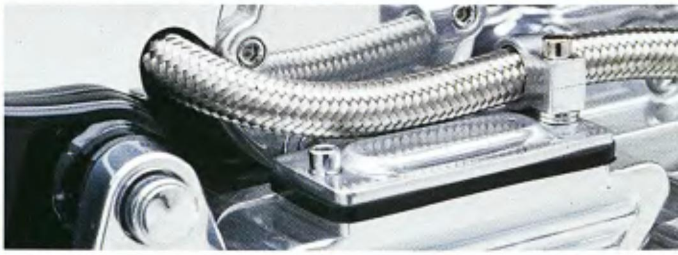
This midnight marauder has been turning heads virtually since the day Mark Davis, its builder and owner, tightened the last bolt. Although he got into customizing bikes only four years ago, in order to create this black beast, Davis drew on 25 years experience as owner of Cornwall Auto Body in West Cornwall, Connecticut. "I look at the Harley like a canvas," he says. "Everybody can paint his own picture. In other words, the finished custom motorcycle can be a work of art." And if bike show trophies are any indication, then Mark turned out a metal masterpiece—Best Radical Custom at Laconia in '97 and Best Street Custom at the *Easyriders* Bike Show in Philadelphia this year, to mention just a couple.

I could hype this bike all day, raving about its understated beauty, the powerful economy of the design, and so forth. But that would be almost a betrayal of the motorcycle's unpretentious appeal and its lethal looks. If something is right, if it works, then it doesn't need a bunch of bogus blither to impress people.

You ever see a switchblade or a .45 auto that needed an ad agency to be taken seriously? —*Headknocker*



CONN
DRAGON



Owner: Mark Davis
City: West Cornwall, Connecticut

General
Fabrication: owner
Year/make: 1997 Harley-Davidson
Model: FXR
Assembly: owner
Chroming: Brown's

Engine
Year/model: '97/'96 S&S
Rebuilder: Bob Fernandez
Ignition: Crane Hi-4
Displacement: 96 cubes
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Carb(s): S&S
Pipes: Samson
Modifications: JIMS lifters, Sumax air cleaner

Transmission
Year: 1986/chain drive
Modifications: JIMS gears

Paint
Molding: owner
Painter: owner
Color/type: black/House of Kolor

Frame
Year/type: 1997 FXR
Builder: Marc Rowe
Modifications: 33-degree rake, 2-inch stretch, fabricated struts

Accessories
Bars: drag
Handlebar controls: P.M.
Fender(s): Jesse James
Headlight: Headwinds
Taillight: Pro-One
Pegs: Landmark
Foot controls: stock FXR
Electrics: 12-volt
Gas tank: D&D/stretched by owner
Oil tank: Marc Rowe
Oil system: S&S
Seat: Danny Gray
Mirrors: Pro-One
Grips: Maybe The Best

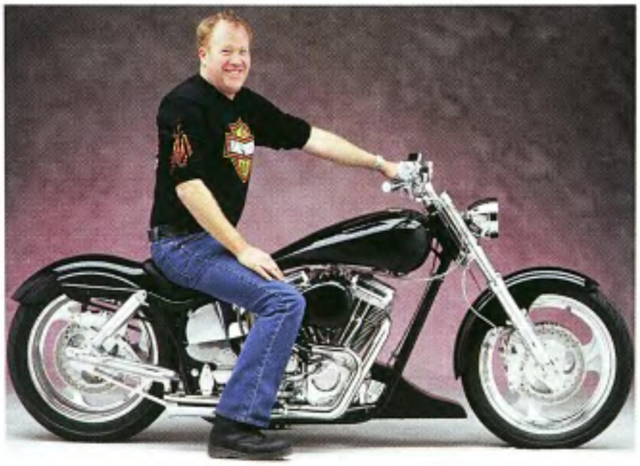
Forks
Type: Ceriani 43 mm
Builder: Ceriani
Modifications: polished, 2 under

Wheels

Front
Type: Boyd's Switchblades
Size: 19-inch
Tire: Avon
Brake: JayBrake

Rear
Type: Boyd's Switchblades
Size: 18-inch
Tire: Avon
Brake: JayBrake

Photos: Michael Lichter



BEST STREET CUSTOM
Easyriders Bike Show Tour Philadelphia, Pennsylvania, Dec. 13, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.

Happenings 1998 TOY RUN GUIDE

YOUR STATE MROs, UPCOMING TOY RUNS AND HOW TO FIND OUT ABOUT 'EM

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

Toys For Tots Drive
Date: December 5
Info: (907) 248-7838

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Parker Toys for Tots Run/BBQ
Date: November 1
Info: (520) 669-2483

Salvation Army Toy Poker Run
Date: November 7
Place: Tucson
Info: (520) 881-9706

Youth Haven Ranch Toy Run
Date: November 15
Info: (520) 825-3219

Loners MC/ABATE Toy Run
Date: November 29
Info: (520) 636-0260

Loners MC Toy Run
Date: December 5
Info: (520) 425-6609

Huns MC Toy Run
Date: December 5
Info: (520) 378-4335

Yuma H.O.G. Toy Run
Date: December 12
Info: (520) 782-1931

Sun Riders MC Toy Parade
Date: December 12
Place: Tucson
Info: (520) 745-6326

Desert Road Riders Toy Run
Date: December 12
Info: (520) 758-6049

Hells Angels MC Toy Run
Date: December 20
Info: (602) 247-7748

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

Toys For Tots Parade
Date: December 5
Info: (501) 562-6336

ABATE Dist. 4 Toy Run
Date: December 6
Info: (501) 751-0435

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Salvation Army Toy Run
Date: November 22
Place: Antioch
Info: (916) 442-4727

Toy Run
Date: November 22
Place: Turlock
Info: (916) 442-4727

Toy Run
Date: November 28
Place: Sonora
Info: (916) 442-4727

Toy Run
Date: November 29
Place: Willits
Info: (916) 442-4727

Christmas Benefit/ Toy Run
Date: December 5
Info: (916) 442-4727

Toy Run
Date: December 6
Place: Sacramento
Info: (916) 442-4727

Toy Run
Date: December 6
Place: San Luis Obispo
Info: (916) 442-4727

Toy Run
Date: December 6
Place: Los Angeles
Info: (916) 442-4727

ABATE/H.O.G. Toy Run
Date: December 6
Place: Ontario
Info: (909) 985-4095

L.A. Skid Row Toy Run
Date: December 13
Place: Glendale H-D
Info: (818) 246-5618

Toy Run
Date: December 13
Place: Ventura County
Info: (805) 494-3287

Toy Run
Date: December 13
Place: Bakersfield
Info: (916) 442-4727

Toy Run
Date: December 20
Place: Lancaster
Info: (916) 442-4727

Blanket Run
Date: December 20
Place: San Diego
Info: (916) 442-4727

COLORADO
ABATE of Colorado
Info: (303) 659-6374

Two Wheelers Toy Run
Date: November 29
Place: Denver
Info: (303) 433-0564

ABATE Santa Sled Run
Date: December 5
Info: (303) 772-5252

Rocky Mountain H.O.G. Toy Parade
Date: December 6
Info: (303) 762-8450

Toys For Tots Parade
Date: December 6
Place: Freedom H-D
Info: (303) 283-0425

Ron & Dan's Toy Run
Date: December 12
Info: (393) 280-1520

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

ABATE Toy Run
Date: November 11
Info: (302) 378-3701

FLORIDA
ABATE of Florida
Info: (407) 668-5006

ABATE Teddy Bear Run
Date: November 14
Place: Putnam County
Info: (904) 684-3186

ABATE Toy Run
Date: December 6
Place: Brevard County
Info: (407) 452-3377

ABATE Toy Run
Date: December 13
Info: (407) 668-5006

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

District 3 Toy Run
Date: November 8
Info: (404) 294-8900

Toy Run
Date: November 14
Info: (404) 294-8900

Old Dude Memorial Toy Run
Date: November 14
Info: (404) 294-8900

ABATE Gus Singleton Memorial State Toy Run
Date: November 15
Place: Atlanta
Info: (404) 294-8900

District 10 Toy Run
Date: December 5
Info: (404) 294-8900

Savannah Toy Run
Date: December 5
Info: (404) 294-8900

Bike & Street Rod Toy Run
Date: December 5
Place: Athens
Info: (404) 294-8900

District 15 Toy Run
Date: December 12
Info: (404) 294-8900

HAWAII
Street Bikers United of Hawaii
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

Toys For Tots Run
Date: October 24
Info: (208) 683-1604

Toys For Tots Benefit
Date: November 22
Info: (208) 683-1604

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Toys For Tots Ride
Date: December 6
Info: (309) 343-6588

So. Suburban ABATE Family Holiday Party
Date: December 19
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 422-8040

ABATE Reg. 11 Toy Run
Date: November 4
Info: (317) 784-2469

ABATE Toys for Tots Run
Date: November 14
Place: LaPorte County
Info: (317) 422-8040

Toy Run
Date: November 15
Place: White County
Info: (317) 422-8040

ABATE Toys for Tots Run
Date: November 22
Place: Kosciusko Co.
Info: (317) 422-8040

ABATE Reg. 8 Toy Run
Date: November 22
Info: (812) 424-7014

ABATE Toys for Tots Run
Date: November 28
Place: Porter County
Info: (317) 422-8040

ABATE Reg. 11 Toys for Tots Run
Date: November 28
Info: (317) 422-8040

ABATE Toy Run
Date: December 5
Place: Clinton County
Info: (317) 422-8040

ABATE Toys for Tots Run
Date: December 5
Place: Lake County
Info: (317) 422-8040

ABATE Reg. 5 Toys for Tots Run
Date: December 5
Info: (317) 422-8040

ABATE Toy Run
Date: December 6
Place: Tippecanoe Co.
Info: (317) 422-8040

ABATE Toys for Tots Run
Date: December 6
Place: Fulton County
Info: (317) 422-8040

ABATE Reg. 13 Toy Run
Date: December 6
Info: (812) 886-6943

ABATE Toys for Tots Run
Date: December 12
Place: St. Joseph County
Info: (317) 422-8040

ABATE Toys for Tots Run
Date: December 12
Place: Jasper/Newton Counties
Info: (317) 422-8040

ABATE Reg. 9 Toy Run
Date: December 12
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

ABATE Dist. 15 MDA Toy Run/ Roadkill Chili Feed
Date: December 5
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

KMA/KBA Toy Run
Date: November 21
Place: Central District
Info: (606) 873-8004

KMA/KBA Toy Run
Date: November 28
Place: Louisville
Info: (502) 363-NEWS

KMA/KBA Toy Run
Date: December 5
Place: Scott County
Info: (502) 868-5173

KMA/KBA Toy Run
Date: December 5
Place: Northern District
Info: (606) 261-9244

KMA/KBA Toy Run
Date: December 5
Place: Owensboro
Info: (502) 683-4329

KMA/KBA Toys For Tots Run/ Christmas Party
Date: December 12
Place: Becky's Place, Bowling Green
Info: (502) 622-6953

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

Cajun Chapter Toys for Tots Run
Date: December 5
Info: (800) 393-5966

Christmas Toy Run
Date: December 6
Place: River Parish Chap.
Info: (888) 892-2669

ABATE Toy Run for Magnolia School
Date: December 13
Place: New Orleans
Info: (800) 431-7231

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

ABATE Toy Run
Date: November 28
Place: Natchez
Info: (601) 835-0865

ABATE Toy Run
Date: December 5
Place: Brookhaven
Info: (601) 835-0865

Central Chapter Toy Run
Date: December 13
Info: (601) 892-5437

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

FORR Statewide Toy Run
Date: November 1
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

Roaddogs & Houndstooth ABATE Toy Run
Date: December 13
Info: www.roaddogs/calendar.html or e-mail at info@roaddogs.org

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

Photos: Pam Proctor

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Reno Toy Run
Date: November 15
Info: (916) 442-4727

Elko Toy Run
Date: December 5
Info: (702) 738-3682

Winnemucca Toy Run
Date: December 5
Info: (702) 623-0466

Battle Mountain Toy Run
Date: December 12
Info: (702) 635-5260

NEW HAMPSHIRE
N.H. Motorcyclists Rights Association
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

Rio Rancho Toy Run
Date: November 21
Info: (505) 792-0860

East Plains Toy Run
Date: November 28
Info: (505) 769-0920

Tularosa Basin Toy Run
Date: December 13
Info: (505) 437-0589

NEW YORK
ABATE of New York
Info: (607) 387-3433

Food and Toy Run
Date: November 11
Place: St. Mary's Church, E. Suffolk
Info: (516) 348-2348

ABATE Toy Run
Date: December 5
Place: Bloomington
Info: (914) 331-2385

ABATE Toy Run
Date: December 19
Place: Rensselaer
Info: (518) 732-4086

NORTH CAROLINA
Concerned Bikers Association
Info: (910) 866-5434

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Firefighters for Kids Toy Run
Date: November 14
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

Muskogee Toy Run
Date: November 29
Info: (918) 682-4060

Tulsa Toy Run
Date: December 13
Info: (918) 832-0391

OREGON
ABATE of Oregon
Info: (503) 285-4329

Washington Co. Toy Run
Date: November 21
Info: (503) 640-5756

ABATE/Shriner's Toy Run
Date: December 5
Info: (503) 285-4329

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

Rock Hill Toy Run
Date: December 5
Info: (803) 283-0819

Lancaster Toy Run
Date: December 12
Info: (803) 283-0819

Oconee County Toy Run
Date: December 12
Info: (864) 647-8729

Horry County Toy Run
Date: December 19
Info: (803) 650-4044

Christmas for the Children Toy Run
Date: December 20
Place: Laurens County
Info: (864) 682-5012

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

Liberty Toy Run
Date: December 6
Info: (409) 536-3387

Ellis County Toy Run
Date: December 13
Info: (972) 723-3434

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Olympia Toy Run
Date: December 5
Info: (360) 412 0506

Toy Run to benefit the YWCA Women's Shelter
Date: December 12
Place: Tacoma
Info: (253) 474-7152

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

Motorcycle Riders Foundation
Info: (202) 456-0983
Web site: www.xmission.com/~mrf

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

Regulators MC Toy Run
Date: November 7
Info: (304) 547-5495

Capital City H.O.G. Toy Run
Date: December 5
Info: (800) 258-2464

Tubby's Custom Cycle Toy Run
Date: December 12
Place: Poca
Info: (304) 755-3330

Ghost Riders Toy Run
Date: December 12
Place: Wyoming County
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

ABATE Christmas Parade
Date: December 5
Info: (307) 687-0459

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special event

15

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It's that time of year again. Time for the million dollar day for a good cause, known as the Love Ride. Join Grand Marshal Jay Leno, along with Peter Fonda and other celebrities for the caravan of 20,000 bikes out to Castaic Lake. This year the ride starts on Sunday, November 8 at Glendale Harley; registration begins at 6 a.m. and goes 'til 10 a.m. Preferred parking sales go on sale October 10, 'til they're sold out. Ten bucks gets you in front of the pack in Glendale. Better call today. A $50-dollar minimum donation includes admission to the event and a barbecue lunch, plus the mega-concert of top name talent. Prizes include a 1999 GMC Yukon truck and a 1999 Harley. For info call the 24-hour hotline at (626) 583-4321 or visit them online at: www.loveride.org.

believe it or not!

No List! No Law! *Washington Police Officers Talk Trash*

You won't believe this one, but it's true and came our way courtesy of the AMA's Terry Lee Cook. Here's what came down. A motorist who was stopped recently for speeding was arrested and handcuffed by Olympia, Washington, police officers for allegedly failing to have a litter bag in his car. Huh? Officer Bryan Henry, who arrested Jerry Clark, wrote in his incident report that when he looked in the suspect's car, he didn't see a state-approved and designed litter bag. "I asked Clark if he had a litter bag," Officer Henry said in a published report, "and Clark pointed to a grocery bag on the floor."

It seems the law requires drivers to carry a litter bag, but doesn't specify what kind. As motorcyclists in helmet law states, does this sound familiar? Hey! No list! No law! Clark, 28, of Olympia, was handcuffed and hauled off to the city slammer, where he was later released. Folks, can you believe this shit? And we thought things were bad here in California. But wait, the plot thickens! After being processed at the jail, Clark was cited and released for speeding, not having a litter bag, and improper placement of a license plate. Now, it gets even better. Clark was later charged with carrying a dangerous weapon, which was only a 4-inch fixed blade hunting knife found in a map pocket in his car.

The outright stupidity of this caper drew the attention of state Rep. Peggy Johnson, (R)-Sheldon, who said she was considering legislation to repeal the waste bag law. It should also be noted that Police Chief Gary Michel said there were no grounds to reprimand the officers involved. With cops like this, the folks in Washington should carry mandatory puke bags!

—*Twiggy*

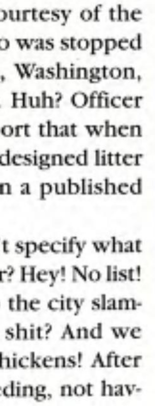
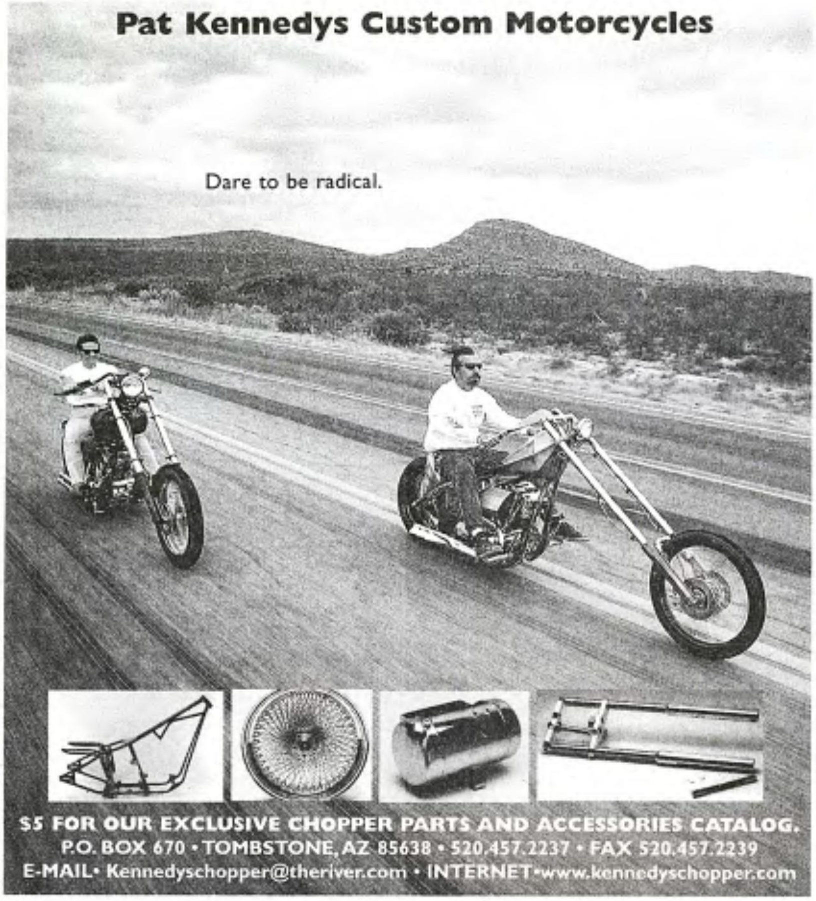


Illustration by Jon Towle



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special events

Easyriders of Bellevue

Welcomes Conder Customs

One of the Northwest's master bike builders, fabricators, and custom painters, Tim Conder, is coming to *Easyriders* of Bellevue. The eastside Seattle, Washington, store features the complete line of *Easyriders* Roadware apparel and boasts a world-class tattoo shop. Now the store will also feature killer customs by Conder. Tim is widely known as one of the wildest painters since Von Dutch, creating mind-bending graphics that run the gamut of Kustom Kulture. His far-out motorized works of art have graced the pages of *Easyriders, VQ,* and *Quick Throttle* (look for one of Tim's latest pavement pounders in an upcoming issue). The Conder look starts with chopper lore of the '70s and stretches the limit of man's imagination into the 23rd century. Imagine the sleek lines of a Jaguar XK140 merging with Road Warrior concoctions and adorned with triple colored flames or tattoo-inspired graphics, and you begin to fathom the depths of Tim's genius. Check out Conder's creative customs at *Easyriders* of Bellevue 10503 N.E. 4th St., Bellevue, WA 98004 (425) 635-0993.

industry news

CCI's Piazza on CMC Board

Announcement

California Motorcycle Company is the second largest manufacturer of American motorcycles and is a company that is really on the move. (Look for an amazing scoop on a new CMC partnership coming soon.) CMC is proud to announce the appointment of Joseph Piazza Sr. to their Board of Directors. Mr. Piazza is currently the president and CEO of Custom Chrome and brings 24 years of motorcycle experience to the CMC team.

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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

short strokes

Sturgis Bound

Since returning from Sturgis, that hefty, half a bottle of Jack and a couple of six-packs habit had to go. Sure we hit the gyms along the way and at the college in Spearfish, but enough is enough. Every self-respecting biker fires at the bag, runs four miles a week, trains regularly, works on constant bike projects in order to stay in the saddle and standing from one event to the next, right? Since time is running out and I've got to take my touring pipes apart and change the cam, let's hit the news: Speaking of Hamsters, there's an **annual Herbie Derby Hamster Race** at the Oaks Shopping Center in Thousand Oaks, California. Some 75 Hamsters will compete in the race. Prizes include a year's supply of hamster food. Unfortunately, no one knows how to train a Hamster—that's for sure. "Hamsters don't know the word 'go,'" one owner lamented. I can dig it ... The Metal Warrior in New Jersey e-mailed me recently at Bandit's Bikernet (bikernet.com): **"New Jersey finally came out of the Stone Age** and raised the speed limit to 65 on most major highways outside the immediate area of New York City." We can finally shift into fifth ... Lee Clemens at Departure Bike Works in Richmond, Virginia, continues to educate my thick skull with insider tidbits: "Hey, dumbass," he said, "did you know that **Porsche worked with Harley-Davidson for five years to develop the factory's fuel-injection system?** Well, you should. Weber makes the throttle body and an Italian Company, Magnet/Marrilli, makes the ECM unit. Ya got that?" he demanded. "Sure," I said, trying to wake up. "Did I miss something?" ... **And now for our safety update** from Lyle, who wrote to Bikernet: "I work in the Crystal City (Arlington), Virginia, which is next door to Washington, D.C. In the office complex here are the offices of the

Motorcycle Safety Foundation, Motorcycle Industry Council, and Specialty Vehicle Institution, Inc. All three share the same office at 1235 Jefferson Davis Highway, and have been in the area for fifteen years. The past four years, PMI, the company that runs the parking garages, has not allowed motorcycles to park there. When I complain, they tell me to call the AMA. I called VCOM (Virginia Coalition of Motorcyclists), which is working on the case." **Bureaucracy in action ... An industry tidbit:** Lil' John Buttera is the designer behind the new Street Stalker Kit from Harley-Davidson (see tech in this issue). The usually acerbic creator beamed with pride over the fact that his name is emblazoned on each kit. It's a first for H-D, and now John has his own line of products. For more info call (714) 848-4848 ... Bikers from Automation Tooling Systems in Westerville, Ohio, won the **$295.7 million Powerball Lottery jackpot.** Couldn't have happened to a nicer bunch of guys ... Daytona Beach has a Web site. So if you're looking for info on Daytona Beach events, try **officialbikeweek.com** for all you need, including the official Bike Week calendar of events, a history of Bike Week, a Bike Week photo gallery, map, lodging, campground information, and more ... And speaking of sites, Cyril Huze Custom Motorcycles recently launched a site which demonstrates his philosophy when he is researching both concept and design for a new custom. You can **visit their virtual showroom,** follow their latest project bike, and more. Check 'em out www.cyrilhuze.com ... From the prison/freedom front, here's news from RWG in the Sumter Correctional Institution in Bushnell, Florida. He and his fellow inmates cannot receive *Easyriders*. I got a list of regulations from the prison, and from our standpoint, since we are only a topless rag, we don't break the rules. If you can help, write the prison, or Robert W. Gibson, DC#707627, Sumter Correctional Institution, P.O. Box 667 B-2123-S, Busnell, Florida 33513-0667 ... **Another furry note:** Gerbils are banned in California. Seems if the critters get loose, they monopolize the food and water supplies of kangaroo rats and take over their nests. Conspicuously missing from the banned list is the gerbil's cedar-chip relative, the hamster. I'll leave that one alone ... **And now for the tech of the month—**only don't try this at home! Evos are notorious for leaking base gaskets, so here's what Bronco Billy from Waxahachie, Texas, did. "I disconnected the breather hose from the air cleaner. I inserted it inside a shop vac hose and duct taped it. I turned on the vac and let it run for 10 minutes, creating a vacuum in the crankcase. After I cleaned the area thoroughly with carb/brake cleaner, I ran a bead of Loctite gasket eliminator along the crevice between the cylinder and the case. I let the vac run until a noticeable concaving occurred in the bead. I turned off the vac and let the bike set for 24 hours. I've put over 250 miles on her in this 100-degree Texas heat, with no leaks." ... Usually, I drop the hammer on this puppy with a romantic twist, but the '98 twists and turns have wiped me out. **I'm hanging low.** May the rest of your year be warm with respect and caring pals, and may you be lucky as you ride. On a somber note, I want to send my condolences to the family of Lonnie Cantrell of Savage Cycles in Florida for his untimely and tragic demise in a cloudy plane crash during the Black Hills Rally; three others went down with him. I also want to say that I hope Danny Gray is feeling better after a muddy slide, the day we arrived in Sturgis. And the same well-wishing needs to be extended heartily to Sally Dalton, who went into a high-speed wobble on her way to the Badlands and broke her right arm and left leg. And finally to Rawley, who works for Two-Wheelers, I wish him speedy recovery also. **Sturgis this year was hard on a bunch of us.** May the best roads, and your best friends be with you for the rest of the year. Ride forever.

—Bandit

Didja hear about the new "Senior Citizen Inflatable Sex Doll"?

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celebrity celebration

Dwight Yoakam

Honored With NCOM Silver Spoke

Photo: courtesy of NCOM

Left to right: Richard M. Lester, Dwight Yoakam, Otto Felix, and Bill Bish.

Country-Western singing sensation Dwight Yoakam was unable to attend the NCOM Convention this past May to receive his Silver Spoke Award for Entertainment in person, so he recently called the NCOM office to invite Richard Lester and Bill Bish to visit him in his Hollywood recording studio to present him with his award.

"I'm very grateful and honored by this Silver Spoke Award," said Yoakam at the small presentation ceremony in his office, "and I'd like to thank my good friend Otto Felix for reintroducing me to motorcycles several years ago after not riding since high school."

Otto Felix is the founder of the California Association of Motorcyclists (CAM), of which Yoakam and a number of other motorcycle-riding celebrities are members. Felix, an actor, also helped stage the California Freedom Jam in 1992, a concert to help raise money and awareness to fight California's helmet law, in which Dwight Yoakam and Billy Idol were the headliners.

Yoakam asked Felix to accept the Silver Spoke Award for him in his absence at the NCOM Convention. During his acceptance speech Otto announced that CAM was joining NCOM.

In addition to volunteering his musical talents for the cause, Yoakam is very articulate and passionate regarding the helmet issue, and has given numerous interviews to espouse his opposition to helmet laws.

"I'd like to thank everyone associated with the National Coalition of Motorcyclists for the important work that you do and the enormous effort you put forth in promoting sane legislation and safe motorcycling," Yoakam said.

—*NCOM*

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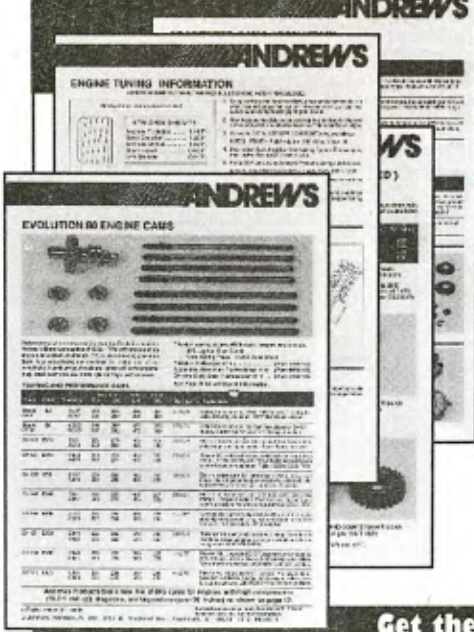

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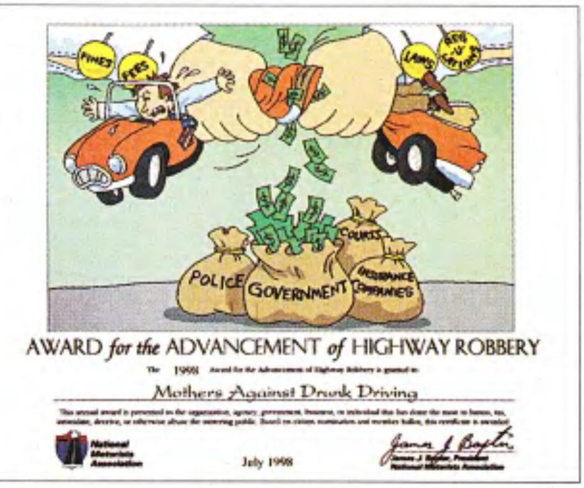
shack of shame

MADD Wins Highway Robbery Award!

For Promoting Fear And Intimidation

It was a close race, but in the end Mothers Against Drunk Driving (MADD) prevailed, edging out North Carolina, to win the 1998 National Motorists Association (NMA) Award for the Advancement of Highway Robbery.

Ironically, if MADD was true to its name, it would not even be a remote candidate for our Highway Robbery Award. Chronic drunk drivers are menaces that should not be piloting two-ton missiles down our highways. But, folks coming home from dinner with friends, returning from a ball game or community festival, or a hundred other social occasions where they may have partaken in a glass of wine or a beer do not fit the realistic definition of "drunk drivers." Yet this is the population that MADD, despite its superficial denials, is targeting with unrealistic legal Blood Alcohol Count (BAC) standards, incredibly harsh penalties, intrusive enforcement procedures, and denial of due process protections.



MADD's campaigns include lies and distortions that amount to emotionalized propaganda. They knowingly deceive public officials and gullible reporters with claims that "drunk drivers are responsible for 40 percent" (sometimes 50 percent!) of all highway fatalities. MADD representatives, as well as anyone familiar with the data, know this is a wild exaggeration and not remotely representative of the truth. They know that the available evidence shows that persons with low BAC levels, such as .08 percent, are not over-represented in traffic accidents, yet they persist in promoting this deception.

This perversion of truth is not without serious negative consequences. It was MADD's propaganda, in concert with NHTSA's, that provided the rationale and political cover for the U.S. Supreme Court decision allowing the use of road blocks, which are the common symbol of all authoritarian regimes. This same "information" was used to promote the political hysteria that resulted in "implied consent," administrative license suspension (a fair trial being too time consuming and costly to really be a "right"), and penalties that are entirely out of whack in relation to the "crime" committed.

MADD feeds on emotional angst and revenge. It promotes fear and intimidation as public policy tools. It has built an arsenal of enforcement power, unreasonably harsh punishment, and a superficial excuse for due process. It's time for the pendulum to swing back to center.

—James J. Baxter
National Motorists Association

real heroes

Seven Days, 8,798 Miles, Two Wheels

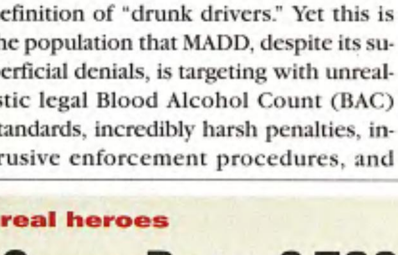


Illustration by: Jon Towle

Maybe you've heard of that insane Iron Butt warrior and author, Ron Ayres. The notable motojournalist and champion long-distance rider has just earned another feather in his helmet. Ron recently shattered the all-time Guinness Book Record for visiting 48 contiguous states by motorcycle. He completed the 8,798-mile journey in one week on June 14, and boy was his butt sore.

Ayres shaved 12 hours off the record set 10 years ago by Michael Kneebone and Fran Crane. Never one to be outdone, Ron did the record one better by continuing to Hyder, Alaska, to set a record as the first motorcyclist to visit 49 North American states in just one week. The historic hemmoroidal rider started his epic journey exactly seven days and one minute earlier in Kittery, Maine, on June 7. Check out Ron's endurance ridin' adventures on his Web site: www.ronayres.com or read the wild chronicle of his 1995 Iron Butt adventures in *Against the Wind*, available through Whitehorse Press: (800) 531-1133 (U.S. and Canada), (603) 356-6556 (international), www.whitehorsepress.com. Raisin pie and a tube of Preparation H to you, Ron.

—Piles

legalities

SB1726

"This new standard will mean that no new, currently manufactured motorcycles over 279cc could be sold in California," said the California Motorcycle Dealers Association. The CMDA and AMA are urging support for Senate Bill 1726, in response to the California Air Resource Board's (CARB) unreasonable two-stroke off-highway ban. SB 1726 will void the unreasonably low standard for off-highway two-stroke motorcycles and ATVs. It'll also require that before CARB could change any future bike standards, a bill would have to be approved by the state legislature. This is important because CARB is preparing to lower road bike emission standards to a level that would prevent *any* motorcycle over 279cc from being sold in California. Contact the Transportation Committee now!

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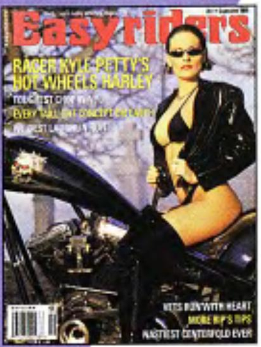

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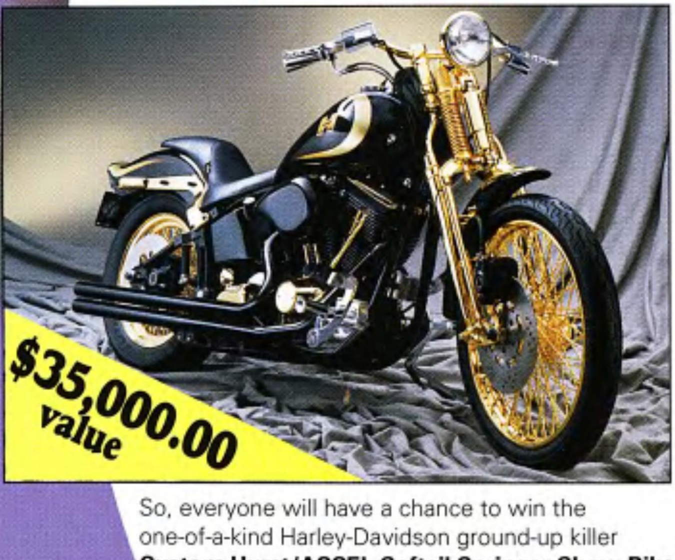

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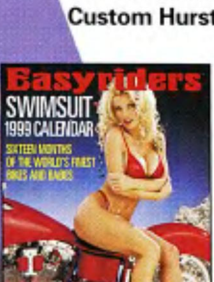

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HULK

HULK HOGAN WRESTLING ICON STILL A BIKER

Ladies and gentlemen, it's time for our main event! And now, for the thousands in attendance, and the millions watching around the wo-o-o-rld, are you ready?! L-l-l-l-l-et's get ready to ru-u-u-u-mbl-l-l-l-le!" The voice of Michael Buffer is unmistakable as he begins to announce the fighters heading toward the ring. The arena goes wild as music begins to blare from every conceivable speaker in the house.

"Making his way to the ring at this time ..." It really doesn't matter what the guy's name is, ya can't hear it over the din of all the booing and yelling. But then it happens. A very distinct sound emanates from the speakers; it's Jimi Hendrix. The sound is deafening as the lyrics begin ... *Well I'm standing next to a mountain* ... Then Buffer announces, "Now making his entrance, wearing the black and white of the NWO, the Heavyweight Champion of the Wor-r-r-r-ld, Hollywood Hulk Hogan!" And the crowd, literally, goes wild.

Now, before you say one word, let me say something: Bullshit! There's you're answer to what you were about to say. Whenever I ask anybody if they watch professional wrestling, it's always the same answer, "Hell no!" Well, bullshit, 'cause when ya get them away from eavesdropping nitwits, they'll tell ya who's fighting who, what the best wrestling moves are, and will generally know more →

Left: Hulk doing battle with Karl Malone. Above: Hulk and his Stroker Cycles-built NWO machine.

about the wrestling world than your kid does. If I'm lying, who are all those people, 40,000-plus strong, filling up stadiums every week? It ain't your typical no-tooth, backwoods hillbilly. There are families, doctors, lawyers, bigwigs, littlewigs, celebrities from every genre you could imagine, and your average everyday guy. Oh, yeah, a lot of bikers, too. I, for one, watch and enjoy pro wrestling. It's entertaining. I've been watching it since I was 10, and, although I'm not a fanatic about it, I'll probably be watching it for some time to come. And you will too!

Whether you actually watch professional wrestling or not, everyone knows Hulk Hogan. Referred to as the "Icon of Professional Wrestling," Hulk's been in this business for exactly 20 years. At 44, he's the biggest badass on the planet, with some of the largest arms in the world, and I was being sent to attempt an interview with him. So, "Stalker" Greg Andes, "Marvelous" Markus Cuff, and I journeyed to the WCW/NWO Bash At The Beach (pay-per-view) event taking place in San Diego, California. With the help of *Baywatch* stunt man Ellis Edwards (featured in *VQ* #10, Summer '96) we were able to track down and interview the Hulkster. With Ellis getting us through security and Stalker running decoy, Marvelous and I were able to sit down with Hulk and find out what's goin' on with The Icon.

Let's start with a little background. Twenty or so years ago, Terry Hogan was

Hulk's Herculean Hog.

just a guy (OK, he was a *big* guy) who had recently graduated from the University of Southern Florida and, armed with a business/finance degree, was looking for work. After "a little of this, a little of that," kinda stuff, he landed in wrestling. Pro wrestling, at that time, was a bunch of fat guys with hairy guts, throwing each other around, making a lot of noise, and "trying" to incorporate actual wrestling with entertainment. For several years, Terry made the circuit, which meant being on the road 300 days a year, wrestling 400 days a year (two shows on Saturday and two shows on Sunday, which many of the new guys still do today), doing whatever it took to chase the dollar, and learning the business. This would prove to be the most important thing Terry would do.

There are two things you can do in that situation: learn everything and move up, or learn enough to get by and become a "worker bee." Hogan was wrestling seven days a week, making $125 per week, using the public showers to clean up, and sleeping in his car. I don't think I need to tell you which road he chose. He worked out everyday, was hit with metal chairs (yes, they do hurt), got injured every day, and still made personal appearances. So, yes, this sport does take a special kind of athlete.

Fast forward to 1982. Sylvester Stallone's movie, *Rocky III*, was out and Hulk Hogan was about to get his break. Although fairly well-known in the wrestling world, Hogan wasn't known in "the industry." But he was about to be. He was introduced in the movie as Thunderlips, a massive wrestler who appeared to tower over Stallone's character. In reality, Stallone would stand his entire 5-foot-6-inch frame on his toes to hit the 6-foot-5-inch Hogan in the chest. Rocky may have won the match, but Hogan won the war.

People began to flip the channels on their TVs to find Hulk, and it wasn't hard. Hogan was wrestling for the only game in town, the World Wrestling Federation (WWF), and was already established and prepared to take over the title of Heavyweight Champion Of The World. In 1985 he did just that, →

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when Andre The Giant handed over the belt to Hogan. He's been on top ever since. In fact, Hogan became so popular that it was hard for him to do anything else. He couldn't ride, work out, or just hang without being recognized and hounded. Although that may be the price of fame, it gets old. Hogan gave up wrestling for a few years, and took up a mildly successful acting career, employing many wrestlers on his own TV shows and movies. But once it's in your blood ...

Hogan returned to wrestling in the form of a Ted Turner project: World Championship Wrestling (WCW). But if Hogan was going to be the showstopper, it would be done his way. There are "good guys" and "bad guys" in wrestling, and Hogan was gonna be a "bad guy." The fans ate it up, and the ratings went through the roof.

Hollywood Hogan is the leader of a group called the New World Order (NWO), and has seen many WWF stars come into the WCW. He has received his share of perks. Take the bikes seen here, for example. Both were built by Stroker Cycles in Phoenix, Arizona. Eric Bischoff, president of the WCW/NWO, had these built and gave one to Hogan. Eric is the proud owner of the other bike. Both feature 96-inch S&S engines, Stroker frames and front ends, Sullivan wheels, Carlini bars, and a Samson exhaust. The paint work was created by Gary Smith out of Florida. Think the paint job is too vain? Look at it this way—it's all promotion. But they do ride well. So well, that Hulk and his wife, Linda, rode from Florida to Sturgis this year (keep your eyes peeled for a future issue of *VQ* for the details).

Many moons ago, Hogan was a constant in the Malibu-area biker scene, often spotted riding his Softail up and down the coast, or to Venice Beach to work out at the legendary Gold's Gym. These days his riding habits have been curtailed somewhat. With age comes a sense of maturity. I said a *sense*, not a mandate. And the fact of the matter is simply this: Talk a big game all you want, but your family comes first. The amount of traveling he does also steals a lot of his time. However, when he does get the chance, look out! As I said before, this guy *does* ride. "You know, we got this stupid helmet law in Florida," he said with disgust, "but, I'll tell ya one thing I like about it. As long as I've got it [the helmet] on, what's left of the hair tied back, and the shades on, I can ride around without causing too much of a scene, and not get so mobbed." Takin' a look at this bike, I don't know how it *wouldn't* be possible to cause a scene.

I asked Hulk about fans and their effect

DDP lookin' to tag-in Leno; Leno puts the arm bar on Hogan.

Photos: Markus Cuff and Pam Proctor

Welcome to my world! Hogan puts the boots to Leno and shows him who's boss.

on him when he's out "tryin' to relax," and was met with an answer that's becoming ever more prevalent in today's society. "I try and be accommodating when I can," he began, "but sometimes ya gotta ... I mean, there are times when I've had people want to start somethin' or say stuff to my wife. You get the idea." So, anyone ever get pimp slapped by the Hulkster? "Not so much anymore, but sometimes you get these frat guys, drinkin' a little too much, out drivin' mom's car, thinkin' that ol' Hulk may not have it all together and then they find out the hard way! Want a demonstration?" I figured the interview was coming to an end, so I asked the big one. How long can Hulk go on?

"I'm always looking for someone I can pass this on to. There are guys who do nothing but live wrestling twenty-four hours a day, and there are some who shut it off at five o'clock. I want the guy who's really into it. I'm always looking for the 'Hulk Hogan of the New Millennium.'"

Being an icon ain't easy. It takes a guy who can operate on all different levels and make all of it work. "Not only does the guy have to be able to hold your attention in this freak show," Hulk explained, "but he's gotta be able to deal with people from the barbaric level, and later, go into a meeting and deal with someone like Ted Turner on his level. He's gotta be able to talk to and visit kids who are dying, then head to a buyer's convention and talk demographics, buy levels, TV rates, you name it. That's what makes all this work."

We were interviewing him the night Karl Malone and Dennis Rodman were scheduled to do battle. I asked him what he felt about "outside" celebrities coming into his territory. "It's a mixed bag," he said. "I mean, look at Malone and Rodman. They play over 82 games a year, runnin' up and down the court and workin' their asses off. They could wrestle half the time, be less injured if they do it right, and make three times the money! Hell, there's a rumor Jay Leno wants to get involved." He's quick to add that not all wrestlers feel the same. "Lots of these guys feel that someone like Malone or Kevin Green [Yes, the ex-Rams, Steelers, 49ers, Panthers defensive lineman] haven't paid their dues and shouldn't be in there, which is why many people are worried about them getting hurt."

Hogan and Rodman defeated Diamond Dallas Page and Malone that night, but what about the Leno thing? That rumor would become reality a few weeks later on the *Tonight Show*, as Jay berated Bischoff about his poor portrayal of Leno and the *Tonight Show*. Jay, Hogan, and Bischoff went at it over the course of another week on both the *Tonight Show* and on *WCW/NWO Monday Night Nitro*. All of this culminated with Hogan and Bischoff appearing on Jay's show, throwing each other around and having Diamond Dallas come out on Leno's side, restoring order, throwing Hogan out of the building, and "signing" a match pitting Hogan and Bischoff against Leno and Page in Sturgis. Leno and Page defeated Hogan and Bischoff that night, leaving the door open to other celebrities looking for more of the spotlight.

Well, our mission was successful. We got an inside look at the world of professional wrestling and an exclusive on the icon's ride ... and didn't get our asses kicked. What more could ya ask for? No matter what ya think of this whole thing, ya gotta admit, it takes a good athlete to put up with the punishment, travel, and injuries. And anyway, it's entertaining to watch. Marvelous and I made it out unscathed. Stalker on the other hand ... well, let's just say it wasn't a good night for him. I'm sure his body will show up one of these days.

—Oil Can

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The 58th was the Biggest Black Hills

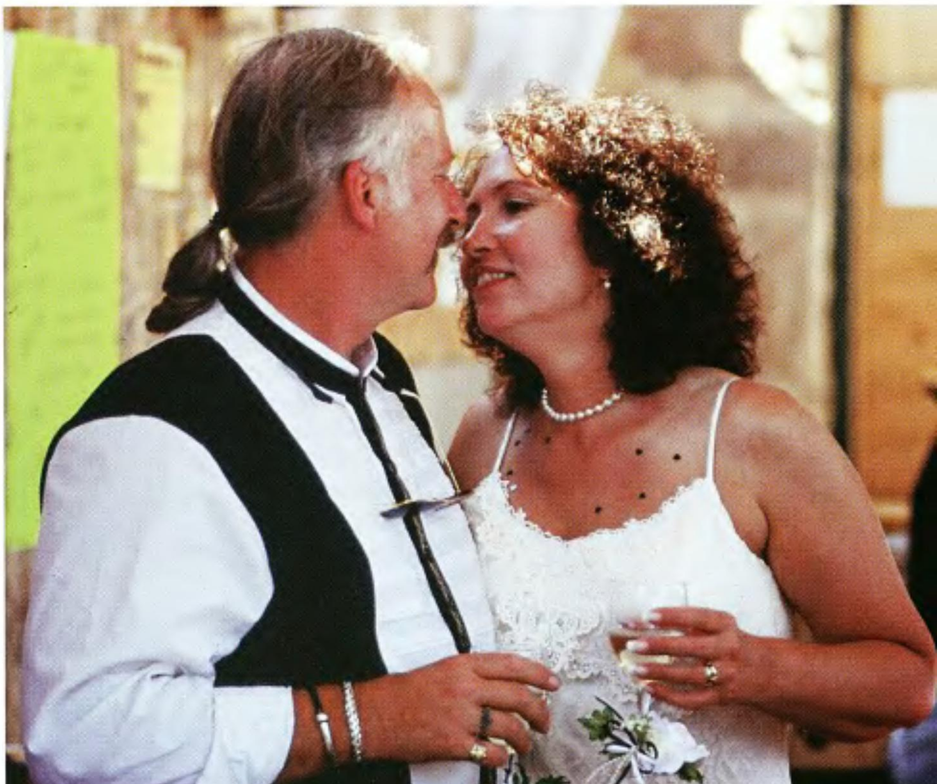
STURGIS '98

Rally since the 50th

Not that many years ago, this raging saga would have started with a detailed description of all-out depravity, extremes, and retched adventures on the open road. Much would have been made of our sick team's dreaded encounters with assorted wild women and escape from local authorities for crimes far too perverse to list here. But this is the enlightened, politically correct '90s, and just as we gonzo doctors of journalism have changed, so have the Sturgis Rally and Races. We, therefore, will not dwell upon the demoralizing motorcycle crash (more of a tangle, really) that cost us a $60,000 video camera, nor will we feature the details of an incident involving one baldheaded staffer and the throwing of a quarter-stick of dynamite in the direction of a local cop (for the record, this was never proven).

There's something a lot of people don't know about Sturgis these days. It's about the ride. The fact that there's the ultimate biker party waiting at the end of the ride is just icing on the cake. But for those who did ride, nothing more need be said. If you didn't make it to the 58th Annual Sturgis Rally this year, rest assured that the Black Hills once again hosted the biggest and best family reunion on the planet. Ahh, Sturgis, where the drinks are triples, your vision is double, and you're feelin' single.

Rain met riders who poured into the little town in record numbers. But the wet stuff was part of the adventure, and this year's rally attendance was well over 360,000 bikers and the biggest since the 50th (over 400,000). Even in the downpour on Monday and Tuesday, Main Street was packed and no one was gonna let a little water ruin the gathering of the tribes. The torrential rain Monday caused the cancellation of the hillclimb, FLASH (Fastest Legal All-Harley) races, and short track events. Later in the week, sunshine brought spectators to the motocross, AHDRA (All-Harley Drag Racing Association) nationals, and All Nitro Fuel Harley Shootout (see details in *Quick Throttle*).



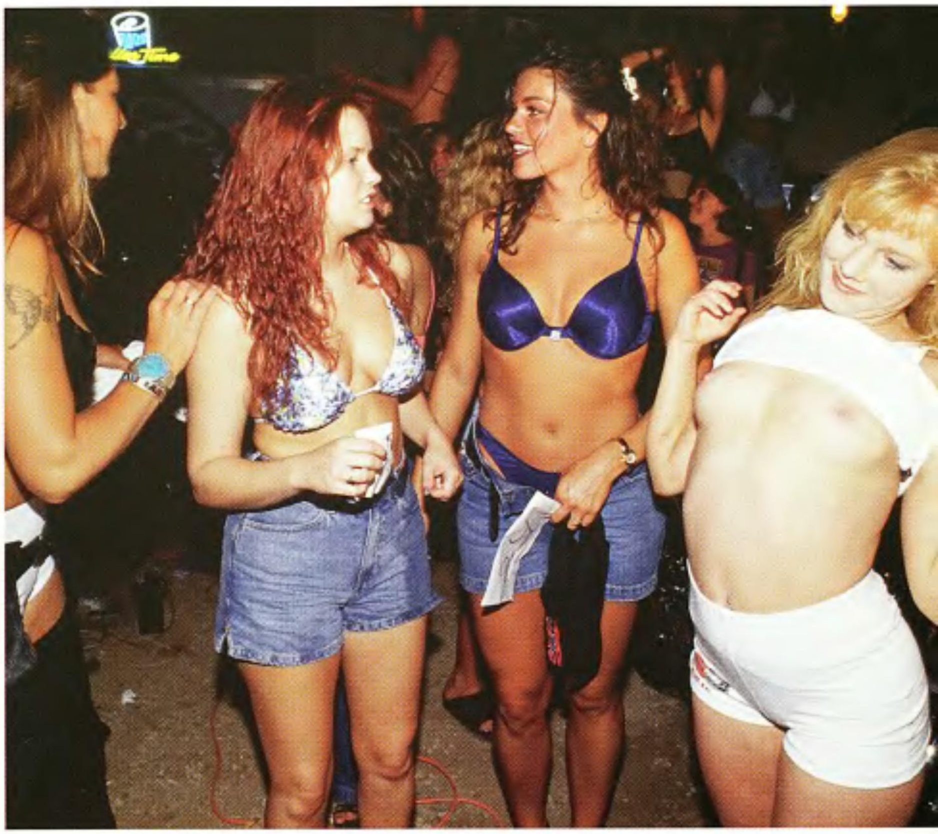
Rain or shine, the local police were always on hand to add to the city's coffers by arresting your ass. This year, partyin' bros had to keep their beer under wraps. Normally, folks who were stayin' at local residences would set up a few chairs in the front yard to watch the endless parade of bikes and toast Sturgis with a frosty brew. But you had to hide the booze this year. One cop said that if he could see you drinking from the street, you were going to jail. Once there, your bail or fine would amount to about a hundred bucks. During this week in the Black Hills, area police made several hundred arrests, most involving alcohol, but overall crime was down from last year.

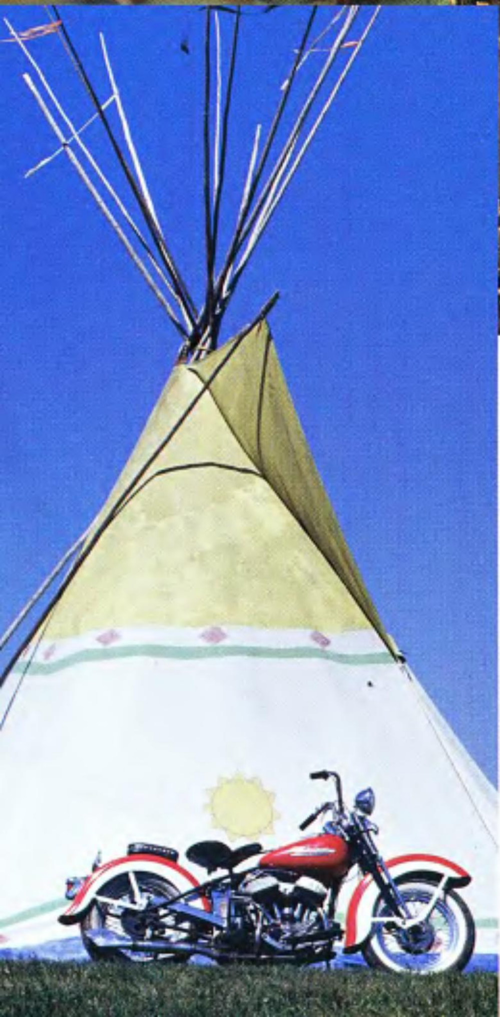
The sun returned on Wednesday and soggy riders cleaned the mud off their scoots as temperatures rose to the 90s. Naturally, the heat caused women folk to drop their duds in droves. I've never seen more beautiful biker women in my life, and, more than ever, they're riding their own bikes. There were also a huge number of "cherries" at the rally (first-timers), but they were all soon popped to perfection.

Though Sturgis featured all the great dirt track, hillclimbs, and drag races that put this rally on the map, brotherhood

was the real draw. Where else can you ride into town with nowhere to stay and a few bucks in your pocket ,and in 10 minutes meet new brothers and sisters, have a cold brew in your hand, and a place to crash? Despite all the changes and the new faces, bikers still take care of each other.

Sturgis is a natural place for companies to show off their new wares, and this year saw a big push by Excelsior-Henderson, whose ads proclaimed, "It ain't a one horse town anymore." That was plain to see with massive displays from Honda, Yamaha, Kawasaki, BMW, and even sketches of the new Norton line. But Harley-Davidson outshone them all with demo rides of their new Twin Cam 88 touring and Dyna models for 1999. The hybrid bike manufacturers were all present as well, from Titan's "Meet the Playmates" extravaganza at the Camel Roadhouse, to proud showings from Big Dog, Pure Steel, American Ironhorse, American Eagle, American Quantum, Bourget's Bike Works, Surgical Steeds, and more. A favorite was the display by California Motorcycle Company and the unveiling of their Captain





America and Billy replica bikes. Peter Fonda appeared on Saturday night to shake hands, take pictures on the famous stars and stripes chopper, and sign autographs of his Captain America prints by Harold James Cleworth, produced by Fonda-White productions. (Look for an interview with Peter and get the details on how you can own one of the 750 limited-edition bikes next issue.)

Eager event-goers saw amazing new products this year such as the cool wide swingarm conversion kit for Sportsters by Zoomer and Corbin's three-wheeled Sparrow electric vehicle. As temps continued to rise, everyone hoarded T-shirts, caps, and sunscreen. The favorite T-shirt slogan this year was, "If you can read this, the bitch fell off!" The best take-off on this premise was "I'm the bitch who fell off at *Easyriders* Cafe." The shirt slogan with the most attitude had to be, "Fuck you, you fuckin' fuck!"

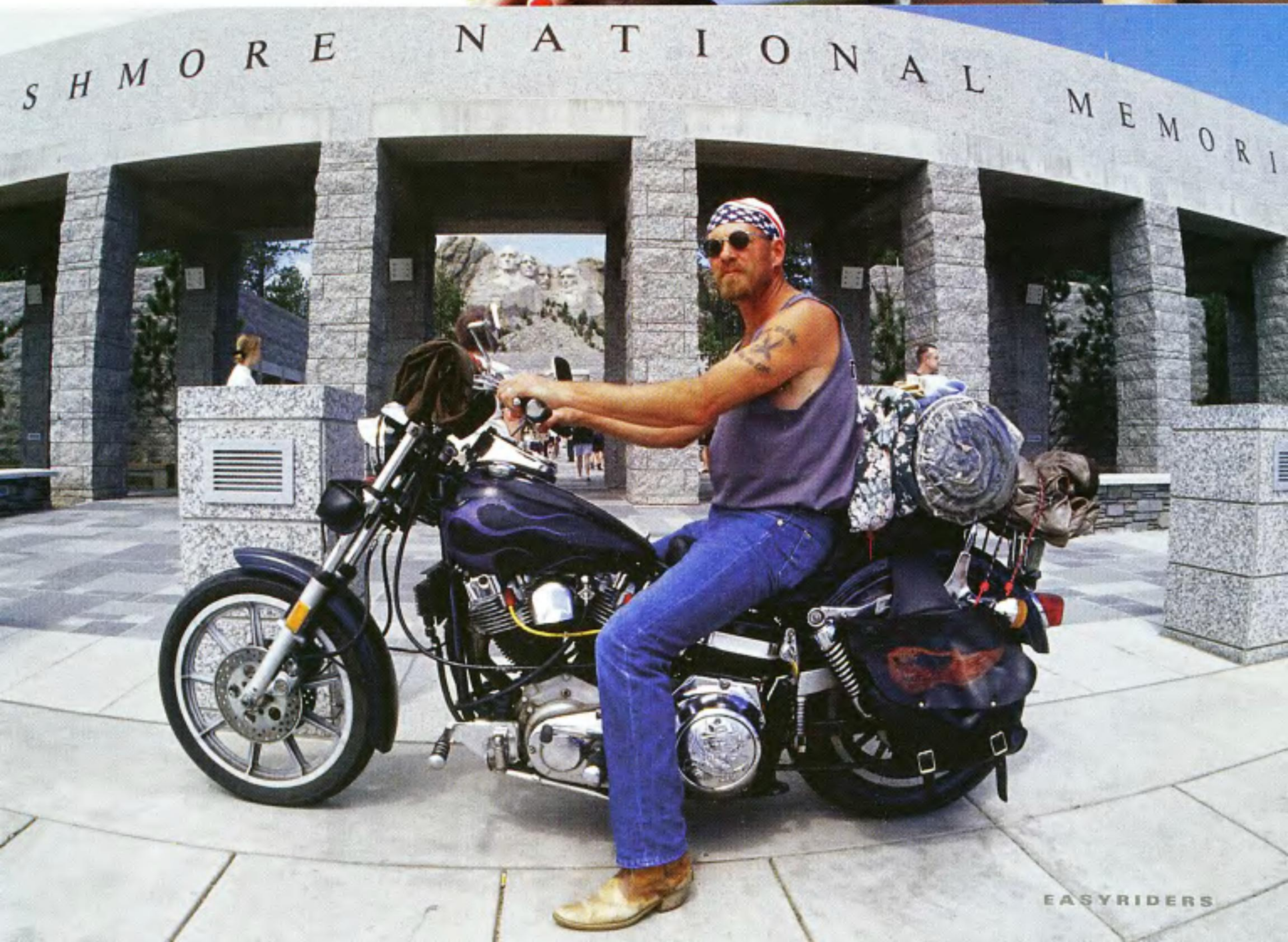
High technology made its unstoppable way into the rally with live net-casts on the Internet on Microsoft Netshow, and when did every biker in the world buy a cell phone? From the bar at Philtown, to the Rat's Hole Bike Show, from the Buffalo Chip campgrounds, to Mount Rushmore, there were damn cell phones everywhere. Guess they come in handy when you break down. Another product of the new face that Sturgis sports were the sea of trailers. I'm not even going to start making Trailer Week jokes. 'Nuff said.

A wide assortment of live bands rocked the Black Hills again this year. A partial list includes the likes of Joan Jett and →

the Blackhearts in Deadwood, George Thorogood in Rapid City, and John Kay and Steppenwolf, Nazareth, and Lynyrd Skynyrd at the Buffalo Chip. Bars in Sturgis kept the music and beer pouring all week long.

Besides the National Motor Museum's fine display of antique bikes, E.J. Cole has opened a one-of-a-kind museum for two-wheeled fanatics that features classics, customs, and antique and vintage motorcycles. Many of the early American marques such as Thor, Sears, Excelsior, and many more are on hand for you to drool over. If you didn't get to stop by and check out this excellent collection this year, make it a must-see on your list for next year. Cole's American Motorcycle Museum is located upstairs on the corner of Second and Main in Sturgis. And, hey, it's air-conditioned, folks.

This year, Sturgis truly had it all, from spectacular rides such as the Dark of the Moon Tour and the 7th Annual Governor's Tour, to the testosterone-pumped antics at the free World Championship Wrestling "Road Wild" pay-per-view extravaganza that pitted Hulk Hogan against Jay Leno. Sheesh. Well, at least they both ride. →



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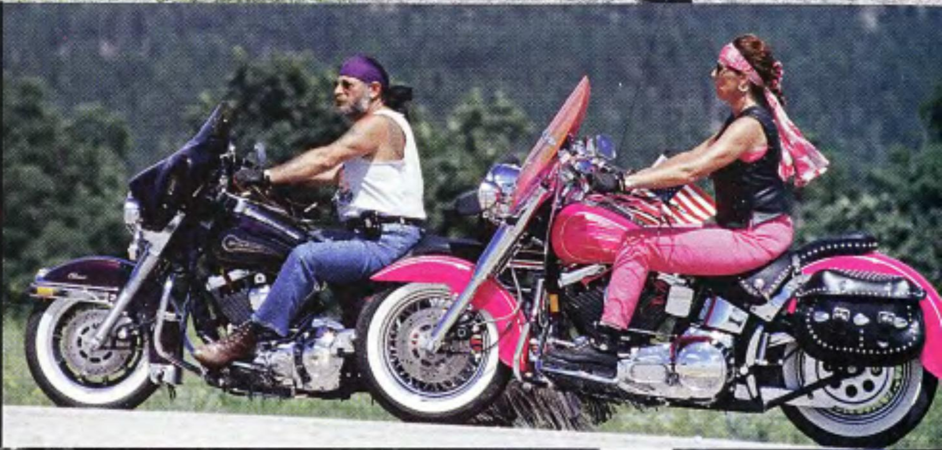

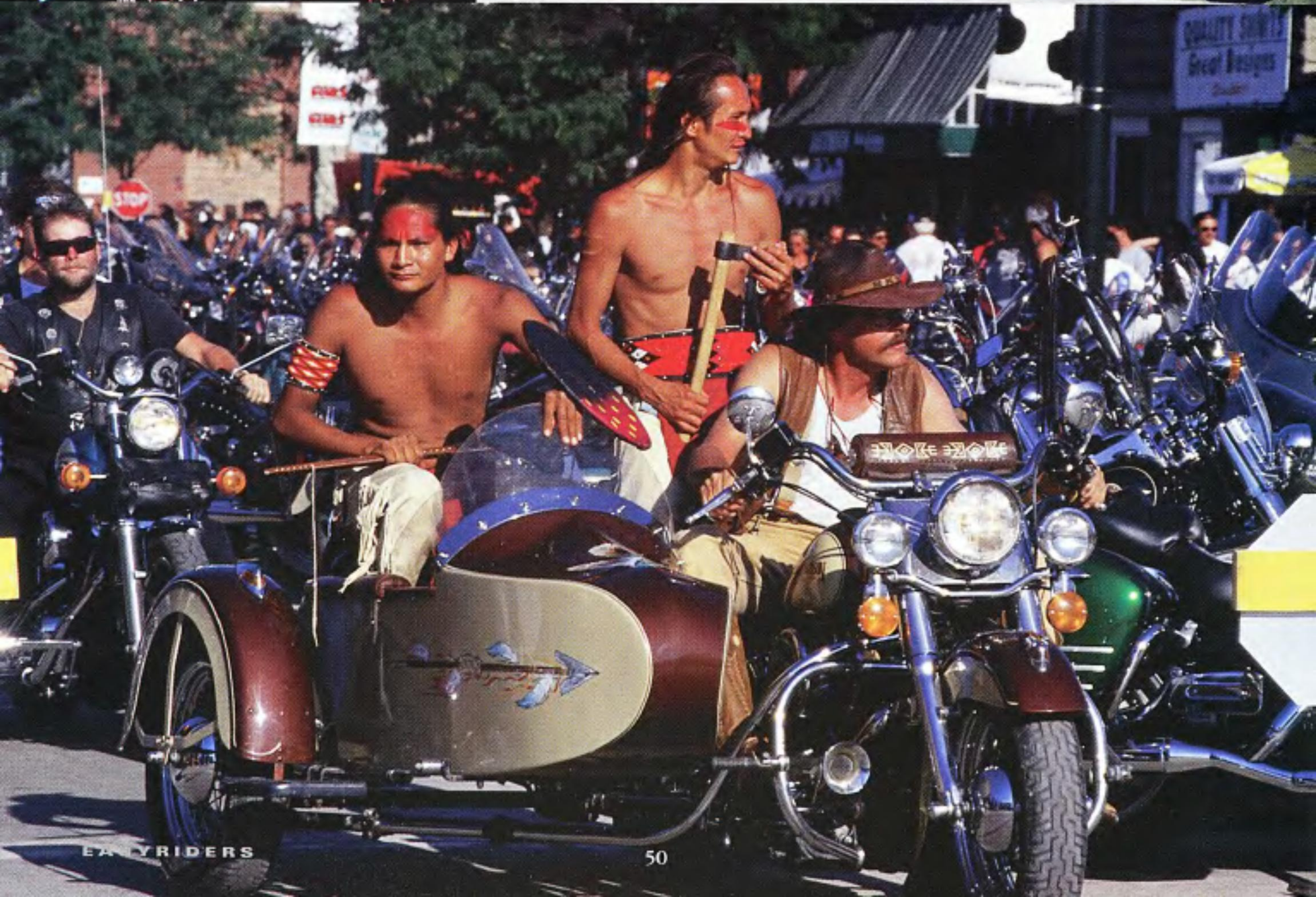
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Wonder what the Jackpine Gypsys thought of that spectacle.

Yeah, a new wind is blowing in the Black Hills and this Hog Heaven may never be the same, but it is bigger and better every year. With all those people, all that rain, and all that searing heat, there was still nothin' but good attitudes and friendly faces. You truly feel something pulling at your heart when it's time to leave and inside you say to yourself, "Couldn't this just last forever?"

In Sturgis, everywhere you look and everywhere you go, everyone is a biker—bikers of every kind and creed, from all walks of life and every nation on Earth. Returning to the real world is a hell of a shock. Guess you appreciate true brotherhood all the more in its absence. Each and every one of us at Sturgis met up with old friends and met true blue new friends (talkin' about you Randy White.) Just one word to all of you reading this. Next year the Rally and Races run August 9th through the 15th. For the sake of your heart and soul, mount up and ride. We'll see you there.

—Phantom

Photos: Michael Lichter, Pam Proctor

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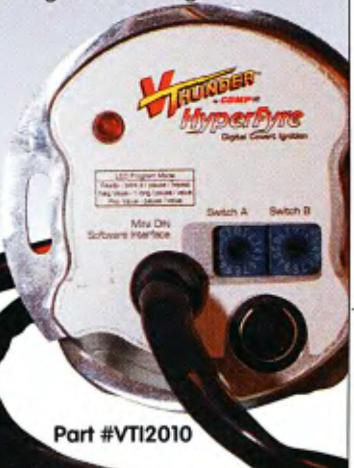

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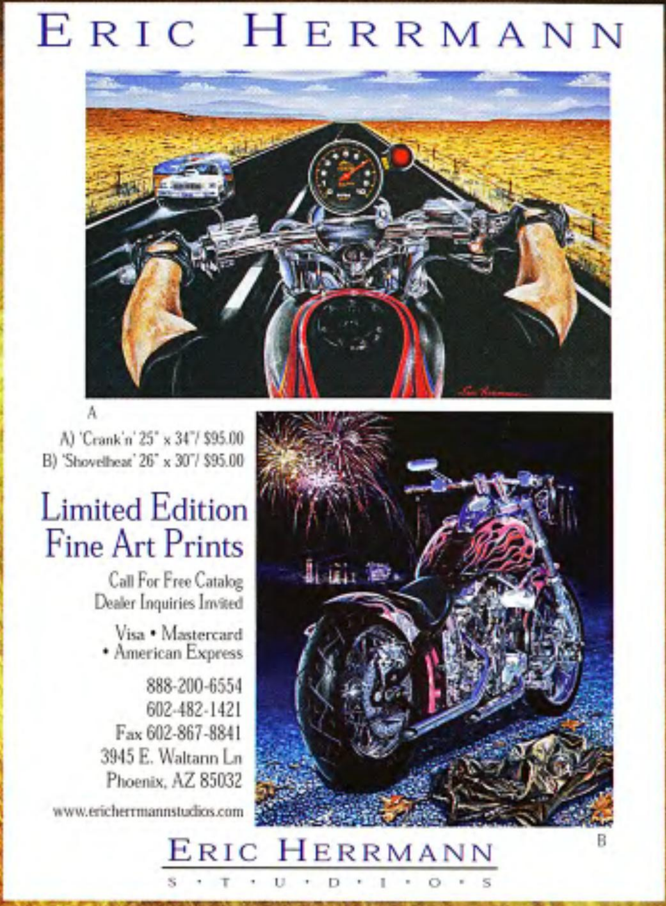

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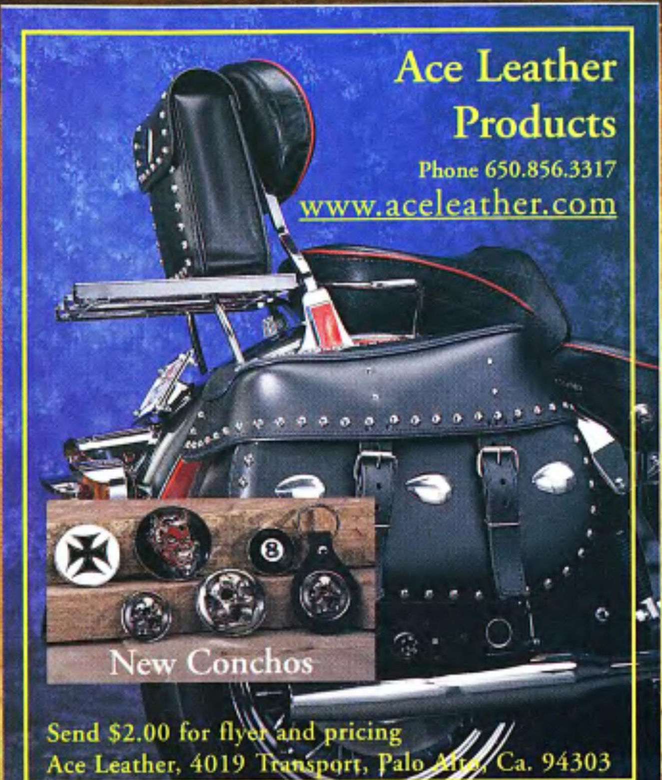

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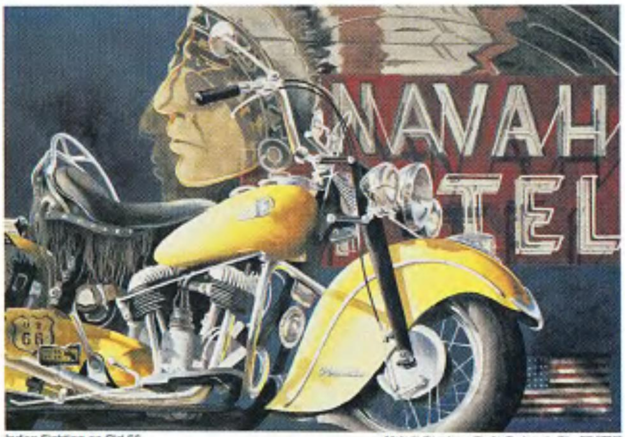

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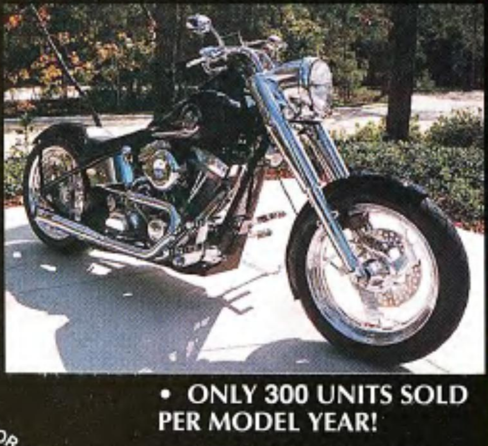

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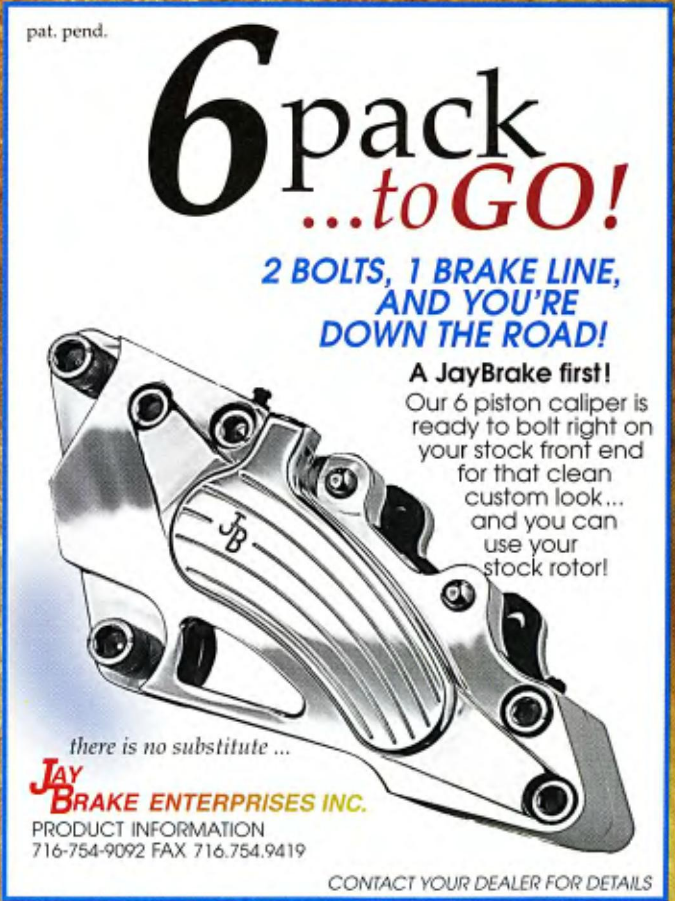
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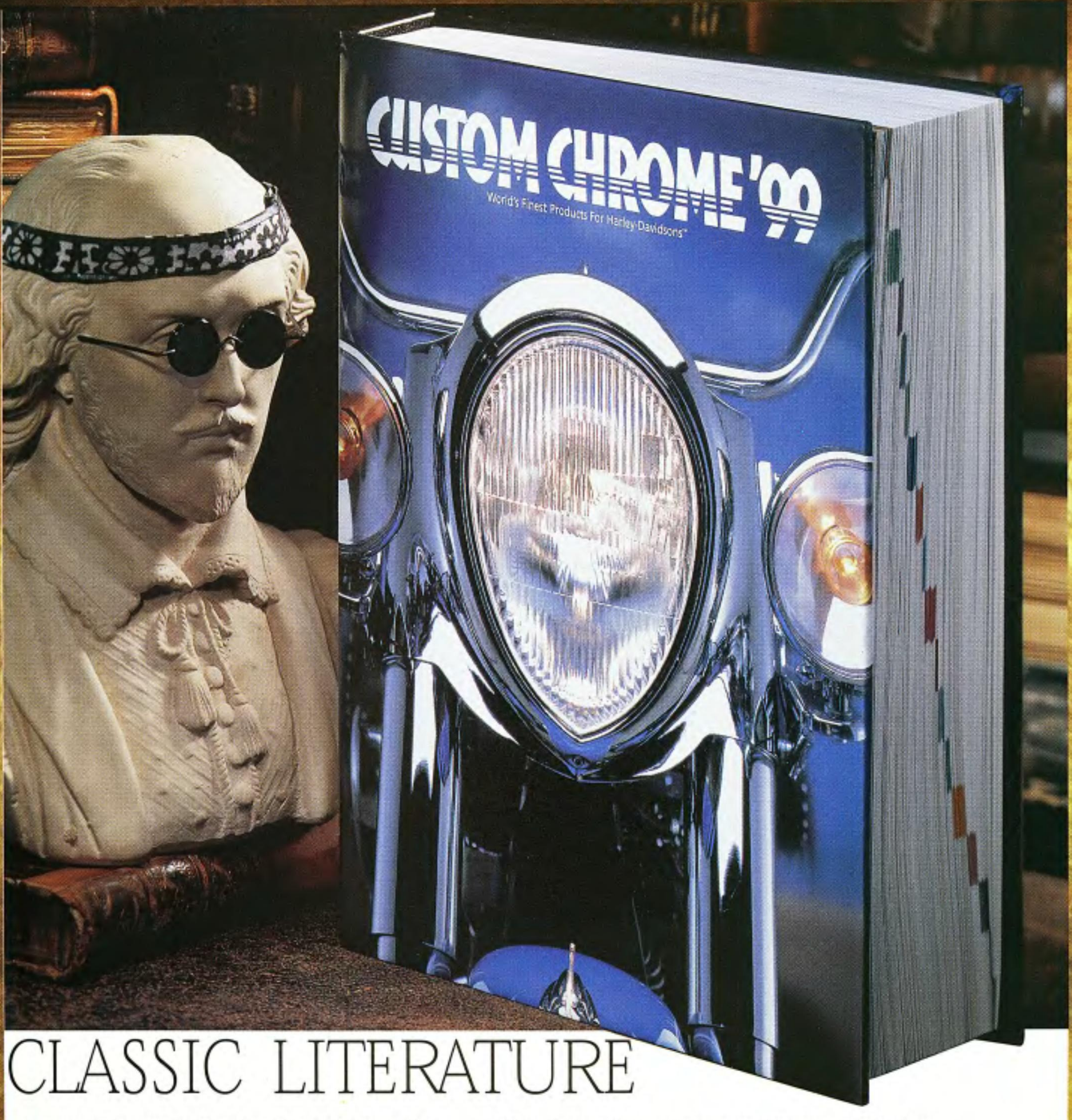

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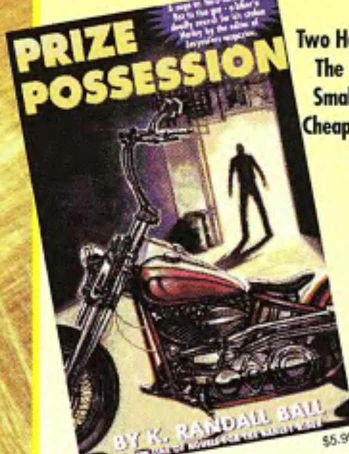

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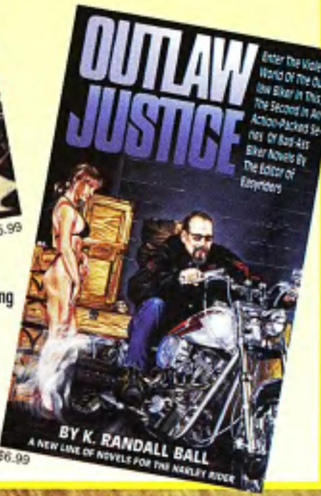

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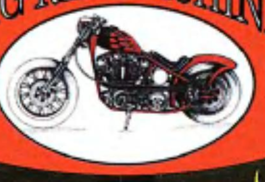

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TANGERINE

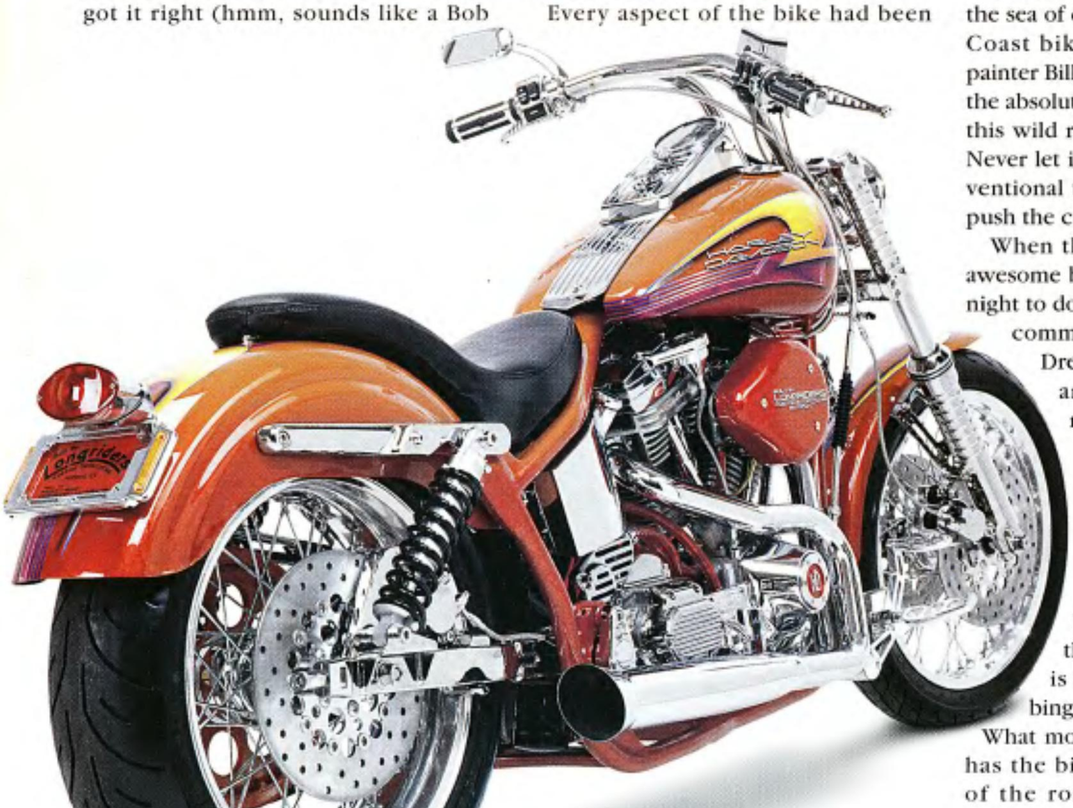
DREAM

Daniel Mathewson's Lethal Longrider

The Connecticut wind howled above the set of Samson pipes as Daniel Mathewson leaned into a long, snaking curve. He didn't hear the leathery flapping of the flying manta rays at first; he was too busy with the advance of the shark-headed baboons all over the interstate to notice a sea of albino leeches eating his tires. Shit, sorry folks, guess the color of Daniel's Tangerine Dream scoot propelled us into a '60s flashback. Either that, or we've got to stop using Hunter S. Thompson's old typewriter. That thing is bad juju. Now back to the bike feature already in progress. →

The shakedown ride was long and every muscle in Dan's body relaxed into the machine as he responded to the call of the wild. You couldn't pry the smile off his face with a crowbar and an 18-year-old stripper, even if she knew the infamous string of pearls trick. Daniel let the town of Milford fall behind him as he rolled that power on. Yeah, this time, he got it right (hmm, sounds like a Bob Seger song). He had been waiting one long year for this day and a lifetime before that for the chance to pilot a bad-ass ride like the one beneath him. The Kenny Boyce Pro Street frame made mincemeat of every curve, while the rebuilt Evo throbbing beneath him opened its S&S throaty carb and the world just washed away to his Tangerine Dream.

Every aspect of the bike had been meticulously planned over the long months of fabrication by Daniel and his bros at Longriders Custom Cycles. Cycle Creations handled the engine rebuild from the Wiseco pistons and Edelbrock heads, to the Andrews gears and 70-tooth wheel sprocket by Krazy Ray. This was to be a killer custom like no other. Daniel wanted a bike that would stand out in the sea of chrome and color seen at East Coast bike runs. He went to primo painter Bill Conley and decided to go for the absolute shock value of tangerine for this wild ride. Tangerine? On a Harley? Never let it be said that Daniel is a conventional thinker or that he's afraid to push the customizing envelope.



When the paint fumes cleared, this awesome beast lunged forward into the night to do battle with the everyday and commonplace. Daniel's Tangerine Dream is one man's perfect ride and that is exactly what this magazine is all about. Besides, when you look this good cruisin' down the boulevard, you tend to attract luscious little hardbellies like the captivating and curvaceous Christine here. This New Haven honey knows that the way to any girl's heart is directly through the throbbing roar of a 1340cc V-twin.

What more could a boy want? Daniel has the bike, the wind, the freedom of the road, and a damn sexy lass undulating—with thighs so white and creamy you could make marshmallow vanilla pudding from them—all over his prized putt. God bless America!

—Phantom

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When God was nearly done forming the universe, He had a couple of things left in the Bag of Creations, so He stopped by the Garden of Eden to visit Adam and Eve.

He told Adam and Eve that one of the things He had left to give away was the ability to stand up while taking a piss. "It's a very handy thing," God told His two children, "so I was wondering if either one of you wanted dibs on it."

Immediately, Adam jumped up and begged, "Oh God, please give it to me—I'd love to be able to do that! Please, please, oh please, God, let it be me You give this gift to."

Amused, Eve smiled and said to God that if Adam really wanted it so badly, and if this gift would make him happy, she really wouldn't mind if Adam were the one to get the ability to stand up and pee.

And so it was.

"Fine," God said, peering back into the bag of leftover Creation gifts. "Now let's see," He said, "what else is left in here? Oh, yes, multiple orgasms ..."

Groucho Greenberg
Portsmouth, N.H.

A blonde had been trying to sell her old car, but since the clunker already had over 150,000 miles on the clock, she was having a hard time of it. One day she happened to mention her problem to a biker friend of hers.

The bro told her, "You know, honey, there's a way to make it easier to sell, but it's not exactly legal."

"I don't care," replied the blonde. "I just wanna sell the damned car."

"OK," he said. "Here's the address of a guy who owns an auto repair shop. Tell him I sent ya, and he'll turn the odometer back to 50,000 miles—then it shouldn't be a problem to find some sucker to buy it."

About a week later, the biker ran across the blonde again. "Hey, did ya sell your cage yet?" he asked.

"Uh-uh, no way," replied the blonde. "Why should I? It's only got 50,000 miles on it."

Fat Boy
The Rockies

A general store hires a young, sexy female clerk with a penchant for wearing very, very short skirts. On her first day on the job, a guy enters the store, checks out the clerk, and glances at the many varieties of bread behind the counter. "I'd like some raisin bread, please," he says politely.

The fox nods and climbs up a ladder to get to the raisin bread, which—of course—happens to be located on the very top shelf. The dude, standing almost directly beneath her, gets one helluvan eyeful up her miniskirt.

As the babe is retrieving the raisin bread, a small group of male customers have gathered around the first guy, all staring up at her. Right away, another guy asks for raisin bread too, and soon they're all taking turns asking for more loaves of raisin bread, just to see the long-legged knockout climb up and down.

On the 13th trip up the ladder, the chick is getting really fucking tired and irritated. Fuming, she stops at the top rung, glaring down at the men standing below, and she notices an elderly man standing amongst the wide-eyed crowd.

"Is yours raisin too?" she yells testily.

"Nope," croaks the old man feebly, "but it's startin' to twitch."

Tangerine Maelene
Lafayette, Ind.

Mad Mike was walking down the sidewalk and noticed up ahead that a neighborhood kid was wearing a red fireman's hat and sitting in a little red wagon. It appeared that the wagon was being pulled slowly by a large Labrador retriever, who was obviously in great pain.

Looking more closely, Mad Mike saw that the rugrat had tied a rope tightly around the dog's dangling nutsack, which explained why the Lab was walking so gingerly.

Smiling, Mad Mike said to the rugrat, "Hey, that's a really nice fire engine ya got there, son—but I'll bet yer doggie could pull your wagon a whole lot faster if you tied that rope around his neck instead."

"Maybe so, mister," said the kid, "but then I wouldn't have a siren."

Fritz
Iowa

Mongo had been suffering from a bad case of the limpdick for several months, so he went to see the doctor. After an extensive battery of tests, the doc sat him down for a serious talk.

"I'm sorry," said the sawbones, "but you've simply overdone it these last few years. Frankly, your penis is burned out, and from what I can determine, you've only got about 30 erections left—after that, it's all over for you in the hard-on department."

Totally depressed, Mongo rode slowly back to his pad. His ol' lady was waiting for him at the door, and when he told her the grim news, she wailed, "Ohmigod, only 30 more screwings? We'd better not waste a single one of them! Let's make a schedule."

"I already made one," said Mongo, "and yer name ain't on it."

Tattoo Steve
The Bay

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

"Leprosy's a bitch!"

Owner: Daniel Mathewson
City: Milford, Connecticut

General

Fabrication: Longriders Custom
Year/make: 1998 Longrider
Model: Pro Street
Assembly: Longriders Custom
Chroming: Brown's Plating

Engine

Year/model: 1990 Evo
Rebuilder: Cycle Creations
Ignition: Crane
Displacement: 80 cubic inches
Lower end: H-D
Pistons: Wiseco 10:1
Cases: H-D
Heads: Edelbrock
Cam: Crane Fireball
Carb: S&S
Pipes: Samson
Modifications: balancing by Beacon Falls Machine, Bill Conley air cleaner

Transmission

Year: 1990
Modifications: Andrews gears, Krazy Ray wheel sprocket

Paint

Molding: Bill Conley
Painter: Bill Conley
Color/type: tangerine/urethane
Special graphics: Bill Conley

Frame

Year/type: 1994 Pro Street
Builder: Kenny Boyce
Shocks: Works Performance
Modifications: 32-degree rake, 2-inch stretch, some tabs

Accessories

Bars: Beefy Bars
Handlebar controls: H-D
Fenders: The Panel Shop
Headlight: CCI
Taillight: CCI
Speedo: H-D
Dash: Arlen Ness
Pegs: Performance Machine
Electrics: H-D
Foot controls: Performance Machine
Gas tank: H-D
Oil tank: stock
Seat: Walt Carroll
Mirrors: Arlen Ness
Grips: H-D

Forks

Type: Longriders conversion
Builder: Longriders Custom

Wheels

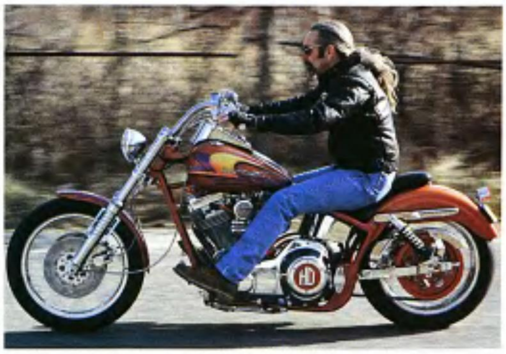
Front

Type: H-D
Size: 19-inch
Tire: Avon
Brake: H-D

Rear

Type: H-D
Size: 18-inch
Tire: Avon
Brake: H-D

Photos: Bob Feather Photography



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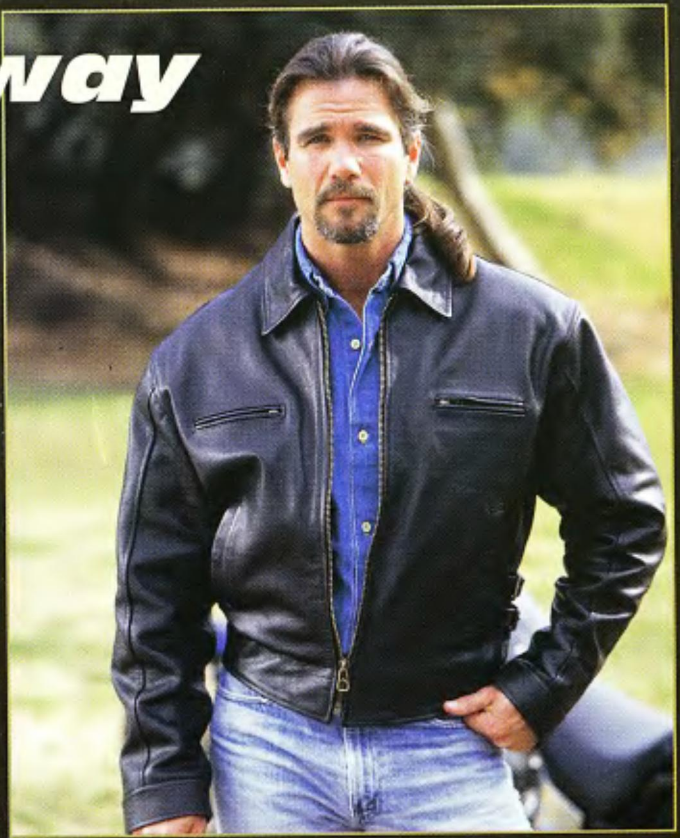

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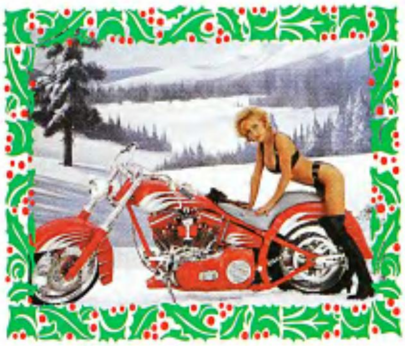


Part # 110328. Happy Holidays.

Part # 110326. Merry Christmas.

Part # 110329. I'm dreaming of a ride this Christmas.

Part # 110324. Here's hopin' you get all the toys you ask for this Christmas.

Part # 110315. Harley with your lights so bright, won't you guide my ride tonight.

Part # 110313 Breakin' thru to a Merry Christmas and a New Year's blast.

Part # 110314. Spreadin' biker goodwill to all.

Part # 110327. Season's Greetings.

Part # 110319. Spreadin' biker goodwill this holiday season.

Part # 110310. Have the ride of your life this season.

Part # 110301. (A biker Christmas story.)

Part # 110325. Season's Greetings.

AMA's Rob Rasor

There is no one in the motorcycle world who's put in as much time, walked more miles in the halls of Congress, or fought harder in the political arena than AMA's vice president of government relations, Robert Rasor.

Most motorcyclists' perception of who and what the AMA is to motorcycling is simply not accurate, or, in many cases, is misunderstood. Like the AMA or not, facts are facts, and the AMA is the largest motorcycle organization in the world, with the most diversified membership and strongest influence on motorcycle issues anywhere on this planet.

Rob Rasor has been with the AMA since Nixon was in office. In that tenure of time, Rasor, who earned a business degree from Morehead State University in Kentucky, has witnessed, studied, been a part of, read, testified on, or been somewhere in direct contact with every single piece of motorcycle legislation or law introduced in all 50 states.

Rasor's AMA Government Relations Department has teamed up with MROs, the MRF, AMA clubs, and many other motorcyclist groups to contribute thousands of dollars in a display of strength in almost every state.

From someone who sees every motorcycle law written every day, what issue do we need to fear the most? What's his gut tell him about the current political controversy on the helmet issue? How about emissions control standards facing OEMs? To answer these questions and more, Easyriders *caught up with Rob on the road in Ohio.*

ER: Did you ever have sincere intentions of making a career out of government relations work, or did biking bring about your career in political science?

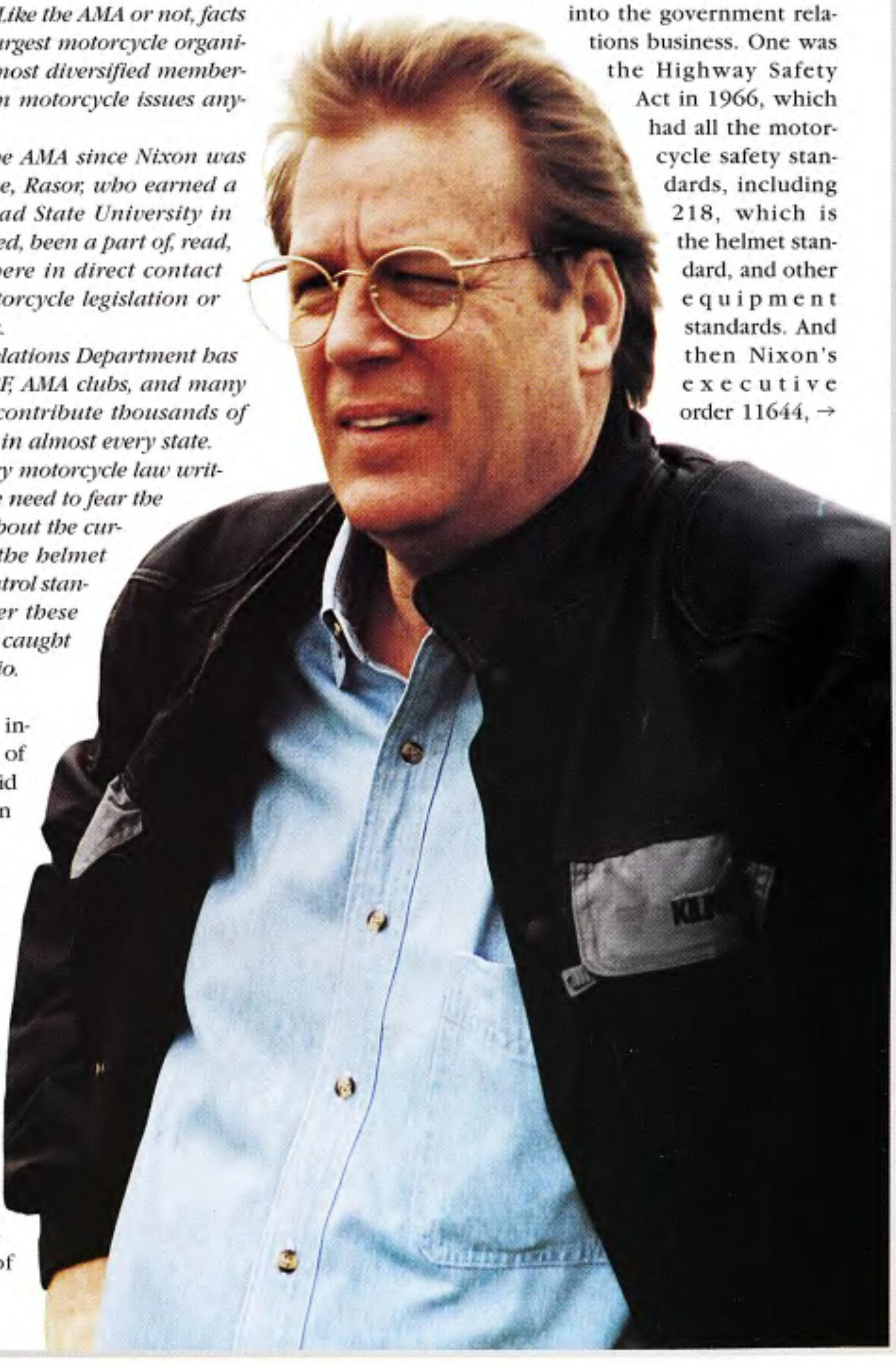
Rob: I was a business major and had the benefit of some excellent sales training with a couple of large corporations. I think that helped me in dealing with the personalities, issues, and circumstances you confront in lobbying or government relations work.

ER: You really got involved in the initial development of AMA's government relations department. Weren't you one of two employees there in 1973?

Rob: It was Gene Wirwahn, Cathy Brown, and myself in 1973. I was the second person hired in the department.

ER: The entire government relations concept was developed pretty much because of the helmet issue wasn't it?

Rob: Well, there are two issues that moved the AMA into the government relations business. One was the Highway Safety Act in 1966, which had all the motorcycle safety standards, including 218, which is the helmet standard, and other equipment standards. And then Nixon's executive order 11644, →



which really impacted recreational motorcyclists and their ability to ride on public land. Between the two of them, our membership was motivated to get us into government relations and represent them before the federal and state government.

ER: Well, as fate would have it, that was about the same time *Easyriders* magazine developed the concept of ABATE. So, the AMA's Government Relations Department started about the same time as ABATE and MROs started across this country. AMA government relations has paralleled that growth for 25 years.

Rob: I recall very clearly reading about the ABATE organizations in *Easyriders*. They were doing many of the same things we were. Lou Kimzey was the driving force there, and he was looking to organize riders at the state level. It's proven to be very important and a very significant step in the establishment of SMROs.

ER: So the growth from 1973 to 1998 in the AMA government relations department includes a staff of how many?

Rob: We have 10 full-time people in the government relations staff. There are two in Washington, seven in our national office in Westerville, and one on the West Coast.

ER: The AMA, now in 1998, is about 230,000 members strong. Tell us what your day is like. How do you distribute the work load, managing and assessing federal and state legislation that requires constant monitoring.

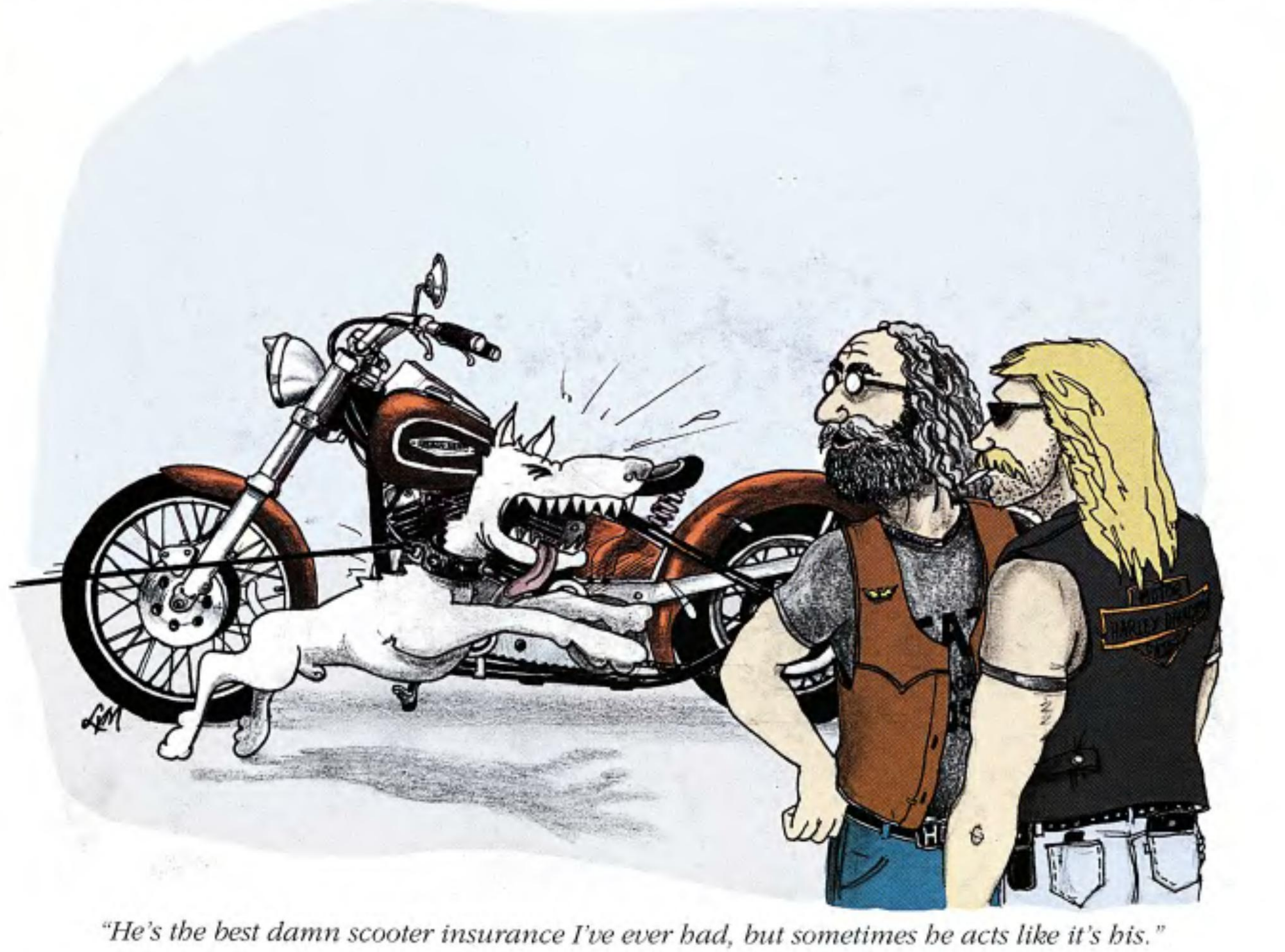
Rob: Just to keep the record straight, we claim 223,000 members right now. We have a system that provides us with information on motorcycle-related legislation in each of the 50 states, as well as Congress. Tracy Powell, who is our legislative coordinator and has been in the department a long time, manipulates the system. She tracks it by key words that include such things as insurance, helmets, rider education, training, licensing, and various things. Any new or relevant information that she gets on legislation is shared with our two legislative affairs specialists Sean Maher and Eric Lundquist. We make a decision on what sort of action, if any, we want to take on the bill. The urgency or interest of our membership in the legislation would drive whatever action we'd want to take on the bill.

ER: Typically, over a 365-day period of time, how many times do you think your staff testifies in hearings across America on dirt issues, road riding issues, rider education or helmet issues, etc.?

Rob: Well, interestingly, we probably do it less now than we did five to seven years ago because a lot of AMA's direction has been to identify and train strong volunteers we can involve in the legislative process. So, the staff serves more as the information provider and advisor. We drive a lot of our action with direct mail to our members, and provide written testimony for someone else to present. But, all in all, we'll probably present testimony 10 to 20 times a year in an actual statehouse ourselves.

ER: Of course, that wasn't so back in the '70s and '80s. You've been in damn near every statehouse in America, haven't you, Rob? How long have you been at it?

Rob: That's a bit of an exaggeration. I've been in a lot of them. When the penalties



"He's the best damn scooter insurance I've ever had, but sometimes he acts like it's his."

for helmet laws were repealed in 1975, a rash of repeals followed. That was probably our busiest time in terms of presenting testimony. Since I've become head of the department, I probably appear less than I had before. I became vice president of the government relations in 1981, so it's has been 17 years.

ER: All these years of monitoring this legislation and your years of experience must influence your department to make moves, even if MROs do not agree with your strategy on certain issues.

Rob: That's true. I'll stand the AMA's record on what are generally described as "rights issues" with anyone in the country. One way or another, we've been involved in every piece of helmet legislation since 1973 or '74, including the first repeal of the penalties. We think we've learned something from that. We think we can bring a lot to the table when it comes to discussing a way to approach repeals or changes in the law. And I think it's helped us build relationships with many of the states rights groups throughout the country. That's real important. Those relationships have been key.

ER: Another important consideration in the formula of decision making includes your duties and daily contact with AMA and MRO members. You're also the representative to FIM and monitor European legislation.

Rob: The AMA has been the American representative to FIM (Federation International Motorcyclists) since about 1971 or '72. Through Ed Youngblood's leadership in the '80s and early '90s, he got the FIM involved in public policy issues in Europe, which is increasingly important because of the evolution of the European Union. There are now 15 countries that are members of that Union and their desire is to have sort of a standard set of laws and regulations to govern motor vehicles, including motorcycles. Not unlike the U.S., there were several interest groups in Europe, and riders groups were not always on the same page. Last year in Luxembourg FIM hosted the first International Motorcyclists Public Policy Conference. We brought many of these factions together. I served as chairman of the organizing committee.

ER: How many people attended this conference? Wasn't the MRF also represented?

Rob: 120 people attended and the Motorcycle Riders Foundation came over and was represented as well. We took two or three of our staff over, along with the leadership of about 50 organizations in Europe and Australia to get to know each other and strengthen communication. One of the greatest outcomes of that meeting was the unification of two very strong groups in Europe under one banner. In January of this year, something now called the Federation of European Motorcyclists Association (FEMA) was formally established. This eliminated a lot of competition and personality clashes.

ER: History seems to repeat itself. The current helmet law modification argument is as controversial as anything seen in the past 30 years. You're back in the hot seat. What's our future with this?

Rob: Well, some of the things we see happening now are difficult to deal with. I've watched the evolution of helmet legislation for 25 years. I know there's a lot of frustration out there among riders who feel they should be entitled to make that decision for themselves, and they want that legislation and are almost willing to do anything to get it. The distinction I would make is, I think the AMA has tried to look down the road at the long haul, the effect that some of this legislation has on motorcycling as a community, what it will do to us in the long run. And we don't like what we see. That's what put us maybe in a position of conflict with some groups whose focus is primarily and exclusively helmet legislation. A suggestion that riders should have some special health or medical insurance requirement to ride without a helmet to us is a dangerous precedent. We don't believe there are any statistics to suggest that motorcyclists are any greater burden to the taxpayer, with or without helmets than any other segment of the motoring public. The consequence, we believe, of buying into that philosophy invites the suggestion that all motorcyclists should be subjected to the same insurance or health medical requirements.

ER: The argument has reached the point in Kentucky where some KMA members were advocating that motorcyclists should cut up AMA membership cards. How can we mend those fences and resume working together?

Rob: Many years ago AMA was criticized because we sort of struck out on our own and were accused of not working with state groups to accomplish common goals and I think 20 years ago that was probably valid criticism. In recent years the AMA has worked hard to try and work, cooperate, communicate with state groups, let them know what we're doing and what our concerns are. I think it's out of respect for those state organizations that we do that. I don't think it's unreasonable to expect the same level of respect from the state groups when we offer some suggestions on state legislation. The criticism is the riders in the states are the ones who have to live with the law, so the AMA shouldn't come into that state and tell them what to do. I think that's real unfortunate because in most cases—Kentucky, Texas and Florida—we've got many times more members than the states rights groups do. We have an obligation to report to our members and make recommendations on what we think is best for our members and the future of motorcycling in that state. But it's also important that we do it in the context of consulting and working with that state's rights group. And when the conversation degenerates to the point where they're suggesting that they should cut up their AMA cards or they're going to write their legislative delegation and tell them not to talk to us, I think it's shortsighted because it doesn't do anything but lower the level of the relationship. I don't think it's a place the AMA wants to be. I don't think the state group wants to be there either. We've got to work together; we've got to find ways to communicate. If we disagree, then we agree to disagree, and go on down the road.

ER: Define the legislation in Kentucky.

Rob: Kentucky legislation requires →

that anyone over age 21 who wishes to operate a motorcycle without wearing protective head gear will provide proof of health insurance coverage to the county clerk when obtaining or renewing a registration. The state has to develop a decal and the county clerk will issue it. There is a provision that says upon renewal or cancellation of the health insurance policy, the insurer will immediately notify the Department of Vehicle Regulation. When they're notified of cancellation or nonrenewal of the policy and the department informs the insured that if evidence of insurance is not provided or received within 30 days, they'll suspend the operators license for 90 days. Regarding this penalty, the statute makes no distinction between those who are trying to beat the system or can't afford the insurance, but still want to ride without a helmet, and those who may have simply changed their mind, and decided they don't want to show the decal and the requirement for insurance in the first place. Either way, you're going to lose your license.

ER: Is the helmet issue always going to be a major part of the AMA government relations effort?

Rob: It takes up a measurable amount of our time and our budget. It's an important issue to a lot of motorcyclists so I wouldn't want to minimize it but there are a lot of motorcyclists out there that believe the energy and the resources that we spend confronting helmet legislation is a waste of time. Not all motorcyclists are offended by it and we have a segment of our membership that believes in it.

ER: A lot of people misperceive the demographics of your membership. There are one-percenters who belong to AMA, every race, every creed, every color and age.

Rob: The AMA is the most demographically diverse motorcycle organization in the world. Everything from a 4-year-old motocrosser to a 70-year-old lifestyle rider. We've got people interested in helmet legislation, folks interested in being able to ride their trail bikes in national forests, and people interested in doing both things on alternate weekends.

ER: What's happening in the emissions field?

Rob: I think motorcycles are really vulnerable to emissions laws. New changes in emission regulations. We've seen some of it emerge in California where it affects two strokes. California Air Resources Board has essentially prohibited the sale of two strokes in that state. We have some indication that the California Air Resources Board is looking to reduce exhaust emissions for motorcycles by as much as 90 percent in the coming years. In the very near future this is going to have a radical effect on the engine design of motorcycles in the next few years. We need to be prepared to confront those challenges when they come because the only way we're going to have an impact is to convince the bureaucrats that we're not going to take a big hit on this stuff, we want some moderation as well.

Photos: Michael Farabaugh

ER: The AMA has had a pretty good success rate the past 20 years. We've seen a lot of victories.

Rob: While we're still banging around with the helmet law 25 years later there are some significant differences. We don't have the threat of federal sanctions to withhold highway funds that we had prior to 1975. We don't have reimposed penalties similar to the ones that came with ISTEA in 1991, those have been stricken. We have motorcycle safety as a priority funding target for NHTSA 402 grants. We have a national focus on rider education, 47 states now having legitimate rider education curriculums available in those states. We have uniform licensing and testing in virtually all 50 states. We have a lot going for us.

ER: The past 10 years we've reduced fatalities nationwide by 50 percent We've reduced accidents by 40-plus percent.

Rob: Having said that, we've got our other areas we need to work on as a community. We're still killing an awful lot of motorcyclists each year because of alcohol related accidents. We're one of the few motor vehicles types that have not had significant success. I think we need to look at that. We still have a lot of unlicensed riders out there who are not going through the system, somewhere in the neighborhood of 60 percent of the fatalities in this country are a result of unlicensed riders. There's still more that we can do to improve our own chances.

ER: How can the individual biker help the fight as we enter the millennium?

Rob: We have to have a national voice and identity so riders must have a national organization. It doesn't matter which one, but naturally, we'd like to see the AMA continue to grow.

Being part of a state or national organization is not enough any more. You have to be active in the organization and we need you to be an active rider. We have got to demonstrate to the general public, legislators and regulators, every day of the week. Trust that we are a viable, alternative form of transportation that demands consideration; demands respect. We must put our own house in order. Look at ways that WE find acceptable to improve our accident and fatality statistics. Tighter exhaust emission standards and lower noise level proposals are inevitable. What do we want to do as a rider community to respond to this challenge before it is forced down our collective exhaust pipes?

Perhaps most importantly, we need to continue to strengthen the lines of communication and cooperation. The annual "Meeting of the Minds", which began in 1985, is one of the best forums going for discussing differences of opinion. If we have to disagree, so be it; but let's agree to disagree in private and not air our dirty laundry in public. Motorcyclists are too few to survive continued divisions within our own community.

—Balls

What's the difference between an anorexic chick and a counterfeit dollar bill?

The counterfeit dollar bill is a phony buck.

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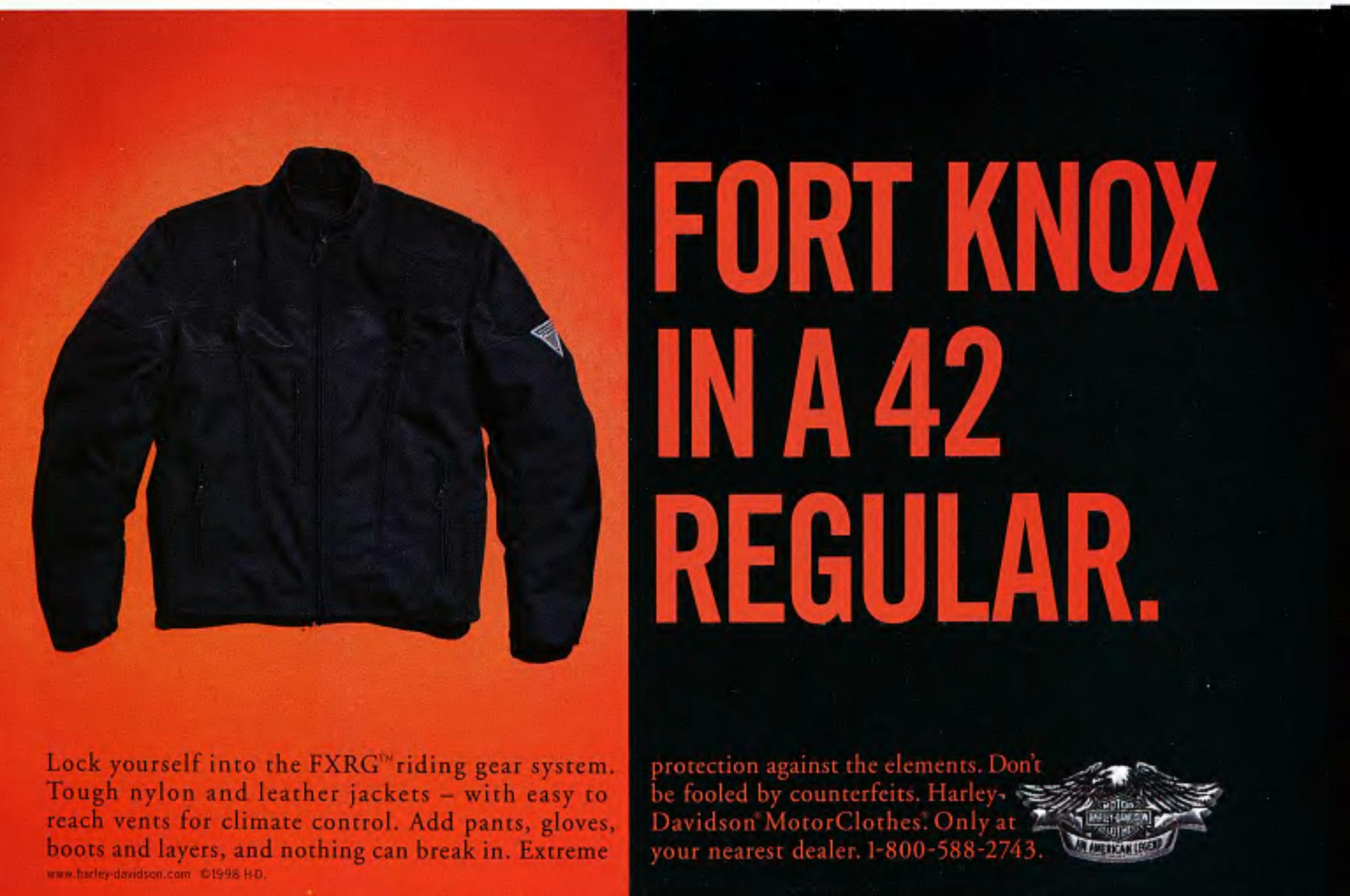
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$2495(N)
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Fits all Big Twins
Swing-arm or Rigid Frame
All Disc Brake Wheels
Top Quality American Made Components
BUILD THIS BIKE FOR
American Made 1 Year Warranty
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ENGINES $3995.(N)
Swingarm Frames From $680.
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$399. 41MM LEG ASSEMBLIES
Available in Single or DualDisc
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82 cu. in.
1 Yr Warranty
American Made by Nostalgia
TORQUE VALVES For Shovel & Evo
$39.95(N)
(2)
HEAT SHIELDS
For Stacked Duals
$49.95
(2) chr.
20% Applied
RR001516
STACKED DUALS—2"
NOW FOR EVO & SHOVEL!
$159.95(N)
For 84-★Softail & FXR
Includes Baffles, Heavy Duty Support Brackets
152-00 Straight cut / 152-20 For 84-★ Soft. Slash cut
252-00 Straight cut / 252-20 For 84-★ FXR Slash cut
STACKED DUALS FOR SHOVELHEAD
BM-520X Slash cut / BM-5X Straight cut
For 70-83 FX (Will not fit FL models w/floorboards)
20% Applied
SLASH CUT PIPES
1104 S/cut,1¾".......84-★ FXST $111.95
1125 S/cut,1¾".......82-83 FXR $119.95
1203 S/cut,1¾"..........70-83 FX $111.95
1303 S/cut,1¾ w/ or w/o kickstart ....70-84 FL,FLH $135.95
1120 S/cut,1¾.....86-★ Evo Spt $111.95
11-062 S/cut,1¾"....79 XL only $111.95
3000-00R S/cut,1¾"93-★ D/G $127.95
ALL MID-FORK & WIDE FORK TRIPLE TREE KITS
25% Off
$299.95
HIGH-PERFORMANCE HEADS FOR SHOVEL
$695(N) Bare
No Lead Valve Seats Includes Valve Guides
Rocker Boxes (2)
For 66-83 FL, FX
$299.95 (N)
w/o internals
17502-66C chrome
17502-66P Polishd
Dual Crossover For Softail& Shovel $395
Muffler optional
20% Applied
800-00 For 84-★ FXST Shovel Models
850-00 For 70-83 FLH.FX Models
FOR SHOVELHEAD 70-83
CROSSOVER DUAL EXHAUST
850-00 70-83 FLH, FX $380
850-15 70-83 FLH, FX $106
20% Applied
S & S CARB KIT
$285 (N)
Power Tube PT-1 $29.95 (N)
From Custom Chrome
BENDIX CARB
$159.95
Includes Air Cleaner, Throttle, etc.
20% Applied
27152-71 Carb Only $139.95
27132-72 Rebuild Kit $14.95
FORWARD CONTROLS From $168.96
NOSTALGIA® Forward Controls
2705 ....For 70-87 FX $199.96
2706 w/o mstr/cyl..For 52-85 FL $199.96
2706M w/mstr/cyl ...For 52-85 FL $239.96
2703 ....For 57-74, 76 XL $216.00
2704 ....For 77-78 XL $216.00
17-550 ....For 82-★ FXR $280
17-565 4-spd BT 58-86,86-89 $374.95(N)
17-551 ....For 4-spd 86-90 XL $263.95
17-545 ....For 5-spd 90-★ XL. $239.95
17-558 ....For 84-E87 FXST $168.96
17-559 ....For L87-★ FXST $168.96
20% Applied
TAPERED TURBOS
For FL Softail, FX(R) & Sportster
1102 For 84-★ FXST Shovel Models $111.95
1201 For 70-83 FLH.FX Models..................$111.95
1118 For 86-★ Evo. Spt...............................$111.95
1402 For 57-85 XL..$99.95
3000-10R For 93 DG......................................$127.95
TURNOUT PIPES
1103 T/out,1¾" ....84-★ FXST $127.95
1119 T/out,1¾" ......86-★ Evo Spt $127.95
1124 T/out,1¾"...............84-★ FXR $127.95
1202 T/out,1¾ ....70-83 FX $127.95
1125 T/out,1¾ ....Spt.Rigid $119.95
1404 T/out,1¾"................57-85 XL $99.95
1414 T/out,1¾" ....Spt.Rigid $119.95
3000-00R T/out,1¾".... 93-★ D/G $127.95
SPYKE STARTERS
2 HP
$349.95 (N)
1 Yr Warranty
For All Models 65 to Present
20% Applied
UP SWEEP PIPES—Fishtail
1500-00 ..84-★ FXST, FLST $152.95
5000-00 Shovel .....70-84 FX $152.95
1509 1¾"..............48-65 Pan $146.95
FISHTAIL
1112 1¾"............84-★ FXST $143.95
DISC BRAKE WHEELS From $264.95
Chrome/Stainless For Twisted Add $99.
CHROME SPOKE WHEELS
DUAL FLANGE HUB
40968-73 16" chrome 3.50 rim ForFL, $264.95
40968-73S 16" stainless, 3.50, ...$319.95
40969-73 16" chrome 4.0 73-83 for FL $279.95
40968-21 21' chrome ....for 73-83 FL $279.95
40968-21S 21" stainless, dual flange $319.95
Premium Quality & Value The Best 16" Chrome Wheels
5-Spd Belt Drives For Evo From $539.95
4 Spd Belt Drives From $216.
20% Applied
20% Applied
DRAG PIPES From $63.95
1101 Drag Pipe, 1¾"...........84-★ FXST $64.95
1122 Drag Pipe, 1¾"............84-★ FXR $71.95
1301 Drag Pipe, 1¾"..............70-84 FX $96.95
1117 Drag Pipe, 1¾".......86-★ Evo Spt $65.95
1401 Drag Pipe, 1¾"....57-78,80-85 XL $51.95
0707 Drag Pipe, 1¾"...........79 XL only $63.95
3000-00R Drag Pipe, 1¾".......93-★ D/G $65.95
16"& 21" Chrome Spokes
08-019 16" rear...73-★FL,FX,XL $28.55
08-026 21"Disc fr...73-★ XL,FX $31.96
08-023 21" Drum........36-83 FL $33.60
08-041 21" full drum...64-72 XL $33.60
16"& 21" Stainless Spoke Sets
201S 16" 40 w/chr.nipple......FL $67.96
901S 21" 40 w/chr.nipple.....FL $79.96
16"& 21"Twisted Chr. Spoke Sets
201Z 16" 40 w/chr.nipple.....FL $103.96
901Z 21" 40 w/chr.nipple.....FL $115.96
902Z 21" 40 w/chr.nipple.....FX $115.96
4.0 Rims are Here!
20% Applied
WHEEL ASSEMBLIES
Single Flange & Rear
Fits 86-★ FXST,FXDWG,FLST
40952-82 16" chr..........$280
40952-82S 16"stainless $332
For Softail 21" Single Flange
Fits 86-★ FXST, FXDWG, FLST
40975-86 21" chrome.$264.
40975-86S 21"stainless $312.
NEW Catalog # 25 Over 500 Pgs.$4.95
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5000-30 Shovel 70-84 FX $152.95
2 ¼ Fits 84-★ FLST & FXST w/ baffles & brackets
RB-1 Shotgun Drag..............$143.95
RB-2 Shotgun Slash..............$143.95
Fits 84-★ FLST & FXST w/ baffles
RB-20 Shotgun Duals, Slash $143.95
RB-30 Shotgun Duals, Slash $151.95
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11-500
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20% Applied
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Includes a Free Catalog & Discount Club Card & Cust. I.D. #
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IN THE WIND

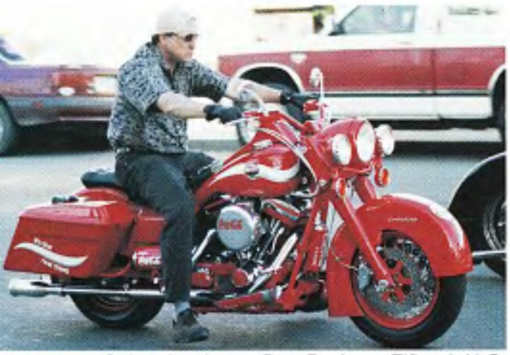
"This rock quarry wasn't on our TripTik to Sturgis, was it?" —*Rocco D., Perth, Ontario*

Freedom flies on a Fat Boy in the Florida Keys. —*Tom Yates, Key West, Fla.*

German brothers. —*Jogi Albrecht, Dortmund, Germany*

Last putt. —*Jenifer Van Deusen, Bowdoinham, Maine*

N.J. State motorman Gerald Dollar, circa 1940. —*David Schill, Moorestown, N.J.*



Coke classic. —*Don Dodson, Elfland, N.C.*

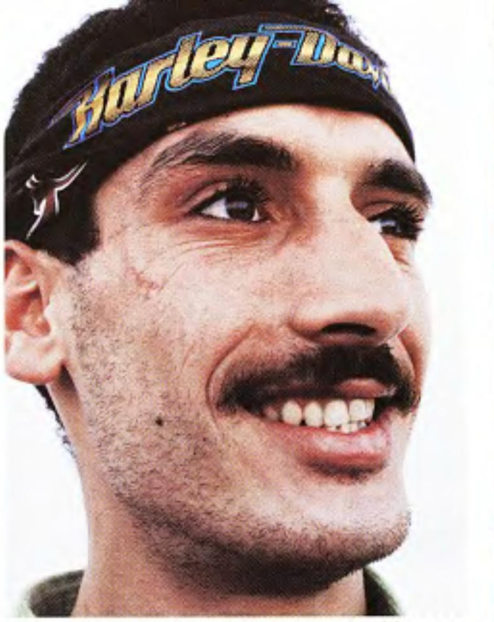
Cleanin' up was never so much fun. —*Mike Horton, Houston, Texas*

Livin' on the wrong side of the tracks, circa 1956. —*Fish, Mt. Pleasant, N.C.*

Foxy fraülein.

—Bernd Neumann, Nöudlingan, Germany

Not goin' anywhere? —*John Mamone, Ohio*

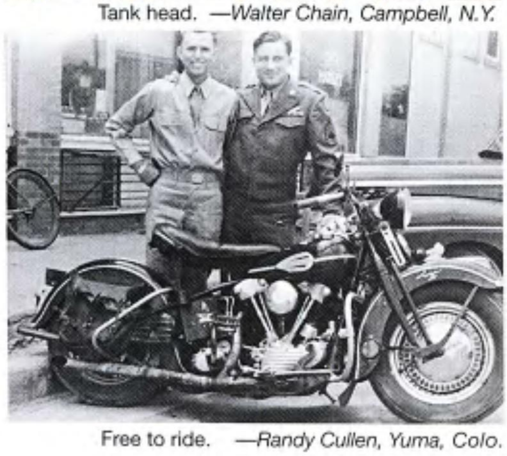


Hallo, bebe. —*Linda Barbour, Tangier, Morocco*

Laughlin Run '98. —*Pete Alva*

American Serviceman puttin' in Austria. —*Bonnie Walters, APO, AE*

Tank head. —*Walter Chain, Campbell, N.Y.*



Free to ride. —*Randy Cullen, Yuma, Colo.*

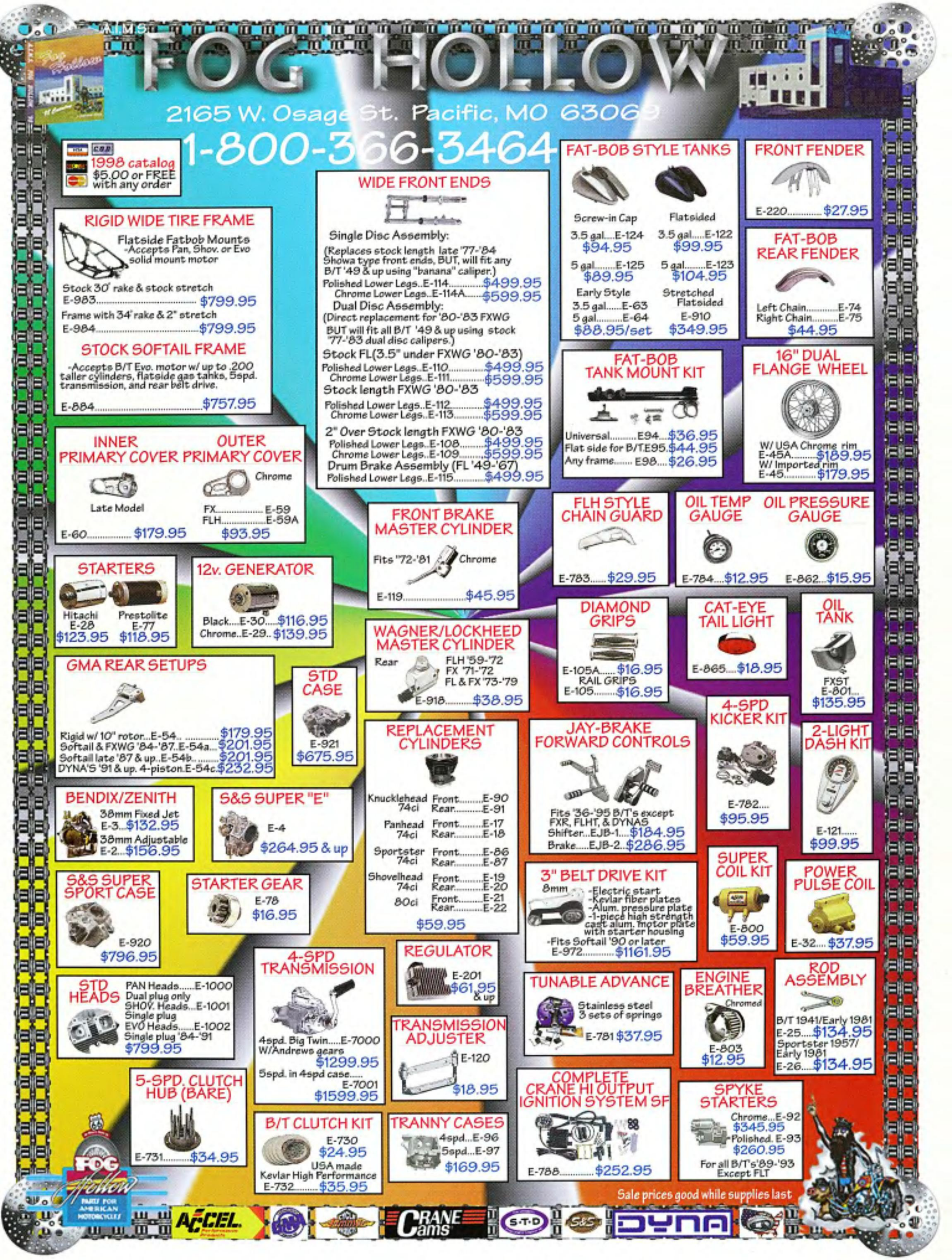
Bringin' 'em out for an air show. —*Ed Irizarry, San Diego, Calif.*

Kickin' into the married life. *—Pilar Gomez Cruz, Almeria, Spain*

Nice slopes. *—Ray Tesner, Union, S.C.*

Pan stunt by Smitty from Cleveland. *—Gregg Dilik, Avon Lake, Ohio*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.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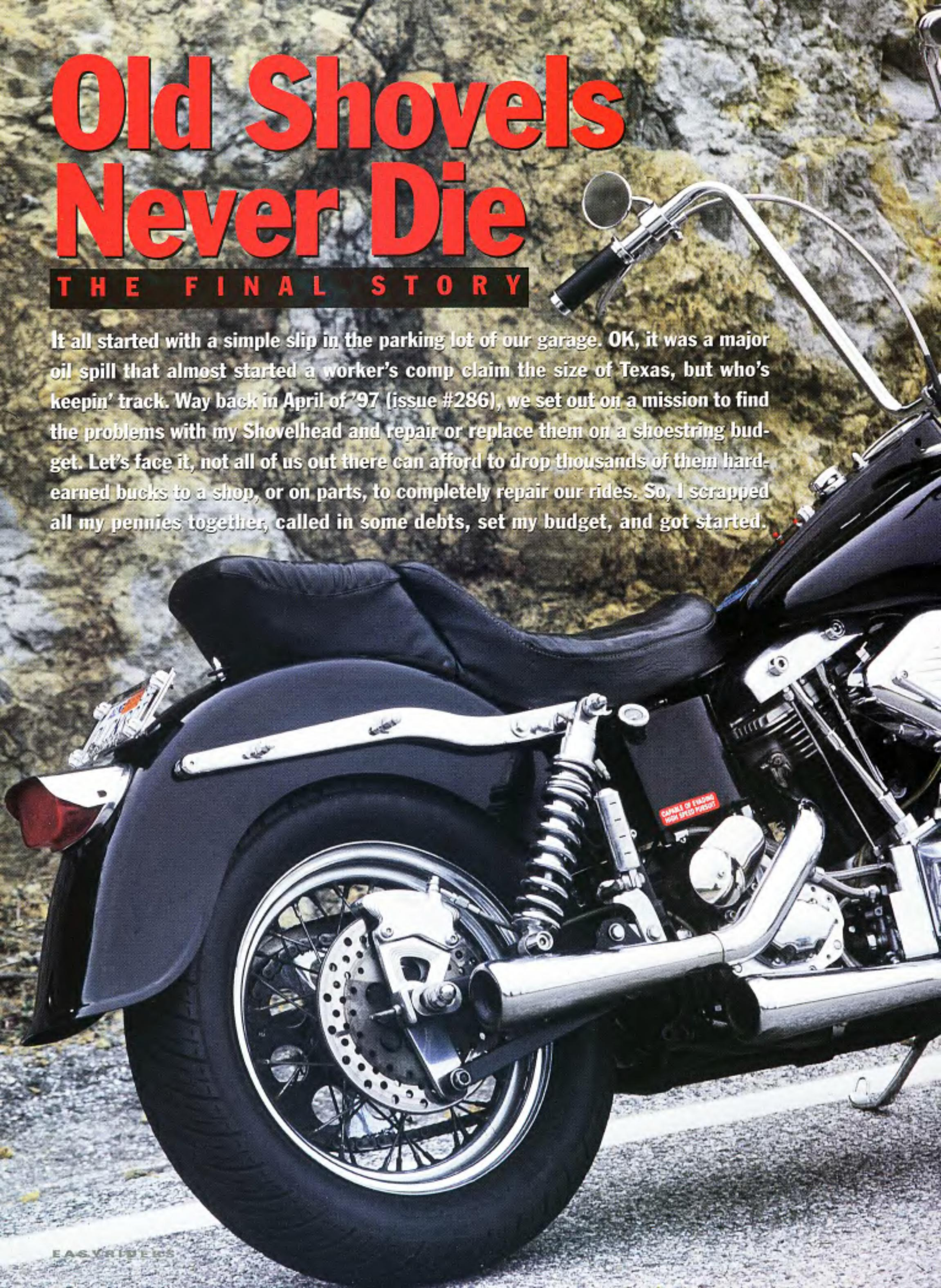
Flatside Fatbob Mounts -Accepts Pan, Shov. or Evo solid mount motor
Stock 30° rake & stock stretch E-983 $799.95
Frame with 34° rake & 2" stretch E-984 $799.95
STOCK SOFTAIL FRAME
-Accepts B/T Evo. motor w/ up to .200 taller cylinders, flatside gas tanks, 5spd. transmission, and rear belt drive.
E-884 $757.95
WIDE FRONT ENDS
Single Disc Assembly:
(Replaces stock length late '77-'84 Showa type front ends, BUT, will fit any B/T '49 & up using "banana" caliper.)
Polished Lower Legs..E-114 $499.95
Chrome Lower Legs..E-114A $599.95
Dual Disc Assembly:
(Direct replacement for '80-'83 FXWG BUT will fit all B/T '49 & up using stock '77-'83 dual disc calipers.)
Stock FL(3.5" under FXWG '80-'83)
Polished Lower Legs..E-110 $499.95
Chrome Lower Legs..E-111 $599.95
Stock length FXWG '80-'83
Polished Lower Legs..E-112 $499.95
Chrome Lower Legs..E-113 $599.95
2" Over Stock length FXWG '80-'83
Polished Lower Legs..E-108 $499.95
Chrome Lower Legs..E-109 $599.95
Drum Brake Assembly (FL '49-'67)
Polished Lower Legs..E-115 $499.95
FAT-BOB STYLE TANKS
Screw-in Cap
3.5 gal....E-124 $94.95
5 gal....E-125 $89.95
Early Style
3.5 gal....E-63
5 gal....E-64 $88.95/set
Flatsided
3.5 gal....E-122 $99.95
5 gal....E-123 $104.95
Stretched Flatsided E-910 $349.95
FRONT FENDER
E-220 $27.95
FAT-BOB REAR FENDER
Left Chain....E-74
Right Chain....E-75
$44.95
FAT-BOB TANK MOUNT KIT
Universal....E94....$36.95
Flat side for B/T.E95.$44.95
Any frame.... E98....$26.95
16" DUAL FLANGE WHEEL
W/ USA Chrome rim E-45A....$189.95
W/ Imported rim E-45....$179.95
INNER PRIMARY COVER
Late Model
E-60 $179.95
OUTER PRIMARY COVER
Chrome
FX....E-59
FLH....E-59A
$93.95
FRONT BRAKE MASTER CYLINDER
Fits '72-'81 Chrome
E-119 $45.95
FLH STYLE CHAIN GUARD
E-783 $29.95
OIL TEMP GAUGE
E-784 $12.95
OIL PRESSURE GAUGE
E-862 $15.95
STARTERS
Hitachi E-28 $123.95
Prestolite E-77 $118.95
12v. GENERATOR
Black....E-30....$116.95
Chrome..E-29..$139.95
WAGNER/LOCKHEED MASTER CYLINDER
Rear
FLH '59-'72
FX '71-'72
FL & FX '73-'79
E-918 $38.95
DIAMOND GRIPS
E-105A....$16.95
RAIL GRIPS
E-105....$16.95
CAT-EYE TAIL LIGHT
E-865....$18.95
OIL TANK
FXST E-801 $135.95
GMA REAR SETUPS
Rigid w/ 10" rotor...E-54 $179.95
Softail & FXWG '84-'87..E-54a $201.95
Softail late '87 & up..E-54b $201.95
DYNA'S '91 & up. 4-piston.E-54c $232.95
STD CASE
E-921 $675.95
REPLACEMENT CYLINDERS
Knucklehead 74ci Front....E-90 Rear....E-91
Panhead 74ci Front....E-17 Rear....E-18
Sportster 74ci Front....E-86 Rear....E-87
Shovelhead 74ci Front....E-19 Rear....E-20
80ci Front....E-21 Rear....E-22
$59.95
JAY-BRAKE FORWARD CONTROLS
Fits '36-'95 B/T's except FXR, FLHT, & DYNAS
Shifter...EJB-1....$184.95
Brake....EJB-2..$286.95
4-SPD KICKER KIT
E-782.... $95.95
2-LIGHT DASH KIT
E-121.... $99.95
BENDIX/ZENITH
38mm Fixed Jet E-3...$132.95
38mm Adjustable E-2...$156.95
S&S SUPER "E"
E-4 $264.95 & up
S&S SUPER SPORT CASE
E-920 $796.95
STARTER GEAR
E-78 $16.95
3" BELT DRIVE KIT
8mm
-Electric start
-Kevlar fiber plates
-Alum. pressure plate
-1-piece high strength cast alum. motor plate with starter housing
-Fits Softail '90 or later
E-972 $1161.95
SUPER COIL KIT
E-800 $59.95
POWER PULSE COIL
E-32.... $37.95
STD HEADS
PAN Heads....E-1000 Dual plug only
SHOV. Heads...E-1001 Single plug
EVO Heads....E-1002 Single plug '84-'91
$799.95
4-SPD TRANSMISSION
4spd. Big Twin....E-7000 W/Andrews gears $1299.95
5spd. in 4spd case.... E-7001 $1599.95
REGULATOR
E-201 $61.95 & up
TRANSMISSION ADJUSTER
E-120 $18.95
TUNABLE ADVANCE
Stainless steel 3 sets of springs
E-781 $37.95
ENGINE BREATHER
Chromed
E-803 $12.95
ROD ASSEMBLY
B/T 1941/Early 1981 E-25....$134.95
Sportster 1957/ Early 1981 E-26....$134.95
5-SPD. CLUTCH HUB (BARE)
E-731 $34.95
B/T CLUTCH KIT
E-730 $24.95
USA made Kevlar High Performance E-732 $35.95
TRANNY CASES
4spd...E-96
5spd...E-97
$169.95
COMPLETE CRANE HI OUTPUT IGNITION SYSTEM SF
E-788 $252.95
SPYKE STARTERS
Chrome...E-92 $345.95
Polished. E-93 $260.95
For all B/T's '89-'93 Except FLT
FOG Hollow PARTS FOR AMERICAN MOTORCYCLES
Sale prices good while supplies last
ACCEL
CRANE cams
S.T.D
S&S
DYNA

Old Shovels Never Die

THE FINAL STORY

It all started with a simple slip in the parking lot of our garage. OK, it was a major oil spill that almost started a worker's comp claim the size of Texas, but who's keepin' track. Way back in April of '97 (issue #286), we set out on a mission to find the problems with my Shovelhead and repair or replace them on a shoestring budget. Let's face it, not all of us out there can afford to drop thousands of them hard-earned bucks to a shop, or on parts, to completely repair our rides. So, I scrapped all my pennies together, called in some debts, set my budget, and got started.



In the August '97 issue (#290) I listed all the parts and work we were doing. As I said in that Tech Tip, I spent about $2,700 to replace the parts that were causing the most problems on my ride. However, as it is with most rebuilds, I spent a total of $6,000 to add a bunch of parts—including the new RevTech, 5-speed in a 4-speed case tranny—that I may not have ***needed***, but really *wanted.* I thought I was completely happy with the way the bike turned out. It had really transformed into one bitchin' ride. But again, the bug bit me and I had to add "just one more thing!"

In the August issue (#302), I detailed the replacement of the engine. I'm now runnin' a 93-inch, S&S Shovelhead engine that, in the words of the main man at County Line Cycles, Shawn "Scully" Brown, "runs like a raped ape!" I did go over my budget a *little,* because I let the customizing bug bite as much as it wanted. However, if ya have a bike like this or if ya just want to spruce one up, it can be done with a little effort and not much cash. Now I'll be the first to admit, I got a break on labor here and there. If anything is going to drive up the price of your renovation, that will do it. I was able to do a lot of the work myself, and took the big stuff to the guys who do the best work. In talkin' with these guys, they all said, if ya sit down with them and explain what ya want to do, they are willing to work with ya.

So, here she is, and yes, she does run like a raped ape! I've thanked everyone before, but sometimes ya just can't say it enough. So, thanks to Bandit for givin' me the time to get my shit together and to Oz for all his mechanical help. To Brian at My Garage (again, not *my* garage, it's his garage ... never mind) in Ventura, California for doing my clutch and tranny work (October issue, #292) at the last minute and takin' the time to show me more tricks of the trade to do emergency roadside service. Thanks to Stett and New York Myke at San Diego Harley-Davidson for assembling the first engine and loanin' me a bike to get to Sturgis. To all The Guyz at The Shop, your knowledge and kibitzing are overwhelmingly appreciated. And last, but certainly not least, a big thanks to Len, Scully, and Jimmy at County Line Cycles in Simi Valley, California, for replacing the heads, massaging the engine, and keeping me on the road.

So, everything's finished, I've broken it in, and have been riding the hell out of it—and lovin' every minute of it. So now what? Well, I've been eyeing some of the work my bros have been doing to their FLHTs, and I think my next project might be a custom bagger. Yeah, I know I'm sick ... but you can't have too many bikes!

—Oil Can

Owner: ....Oil Can
City: ....Ventura, California

General

Fabrication: ....Harley-Davidson
Year/make: ....1976 swingarm
Model: ....FL
Assembly: .....owner, Oz, Brian Spencer, and County Line Cycles

Engine

Year/model: ....1997 S&S Shovelhead
Rebuilder: ....Stett, San Diego H-D
Ignition: ....Crane Hi-4
Displacement: ....93 cubic inches
Pistons: ....S&S
Cases: ....original H-D
Heads: ....S&S Shovelhead
Cam: ....S&S .495 lift
Carb(s): ....S&S Super E
Pipes: ....BUBs Bad Dogs
Modifications: ....S&S air cleaner

Transmission

Year: ....1997 RevTech
Modifications: ....5-speed in a 4-speed case

Paint

Molding: ....Gerard Designs
Painter: ....Gerard Designs
Color/type: ....black with light blue ghost flames
Special paint: ....gotta be close to see the flames

Frame

Year/type: ....1976 swingarm
Builder: ....H-D
Shocks: ....12.5-inch custom by Works Performance

Accessories

Bars: ....18-inch apes
Handlebar controls: ....Excel
Fender(s): ...Fender Wizard rear, stock front
Headlight: ....stolen
Taillight: ....elliptical
Speedo: CCI
Dash: ....Fender Wizard
Pegs: ....KüryAkyn
Foot controls: ....H-D
Gas tank: ....stock 5-gallon
Oil tank: ....custom 3-quart
Seat: ....Corbin
Mirrors: CCI
Grips: ....cushioned

Forks

Type: ....wide glide
Builder: ....H-D
Modifications: ....polished lower legs

Wheels

Front

Type: ....H-D
Size: 16-inch
Tire: ....Dunlop
Brake: ....dual disc RevTech 4-piston

Rear

Type: ....H-D
Size: 16-inch
Tire: ....Dunlop
Brake: ....RevTech

Photos: ....Doug Mazell

FoxHunt

Meet July's Winner

Who says a gal from Podunk can't make it to the show? Uh, wait a minute. Whuzzat, Oil Can? Er, sorry, make that: Who says a gal from Paducah, out in western Kentucky, can't find her way into *Easyriders*. Whatever. Crystal wanted to grace the pages of the mag and what she wants she usually gets. She was just 17 (*and you know what I mean*, gratuitous Beatles reference in honor of the late John Lennon, taken out by a punk 18 years ago this month), when the hazel-eyed honey wanted to be all she could be and joined the U.S. Army, served four years, and had her eyes opened to the world and the ways of it. This led her to a career onstage doing bikini contests. It didn't take her long to graduate to dancing. Crystal's resume of gentleman's clubs reads like a travel agent's itinerary for Hulk Hogan—including gigs all over the southeast and international appearances in Japan, England, Venezuela, Greece, and France. She's obviously got that travelin' jones in her bones. Crystal's pop rode a Harley when she was growing up, and there were always bikes around the house, so she was right at home when it came time to nestle up next to Indian Gene's 1994 Special Construction Shovelhead. See it unfold on page 107. —*Loudmouth*

Libby—Florida

#1201

Jeannie—New York

#1202

"Riding in the wind on Ohio's deserted country back roads was enough to get me turned on."

"My first ride on a Harley was physically and emotionally stimulating."

Michele—Kentucky

#1203

"I begged my next door neighbor's dad for a ride, and I've been hooked on Harleys ever since."

Esmeralda—Illinois

#1204

"It was June of '96 and a friend surprised me by picking me up on his new Harley. That much power between my legs was incredible."

Kimberly—Georgia

#1205

"My first ride on a Harley was at Bike Week in Daytona. Right then I knew I was born to ride."

Roxy Rider—California

#1206

"My first ride on a Harley was on a typical summer's day in Florida—it was hot, wet and wild!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

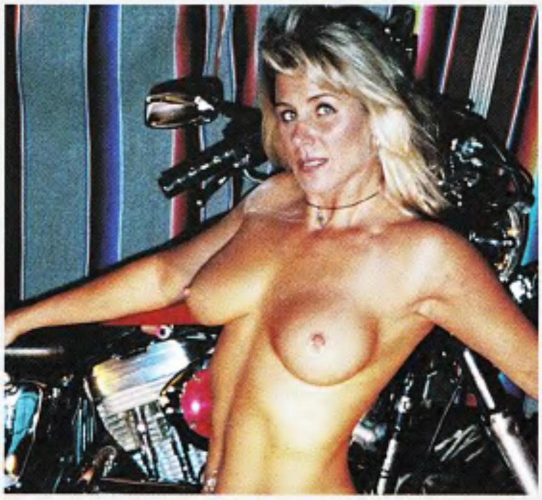
1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #306 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes November 1, 1998. The voting deadline for this month's crop of cuties is November 30, 1998. We'll print the winner in the April 1999 issue.



Here she is, bros, the August 1998 winner in our monthly Fox Hunt, Tami, #806, from Pickerington, Ohio. See more of her next issue.

306

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

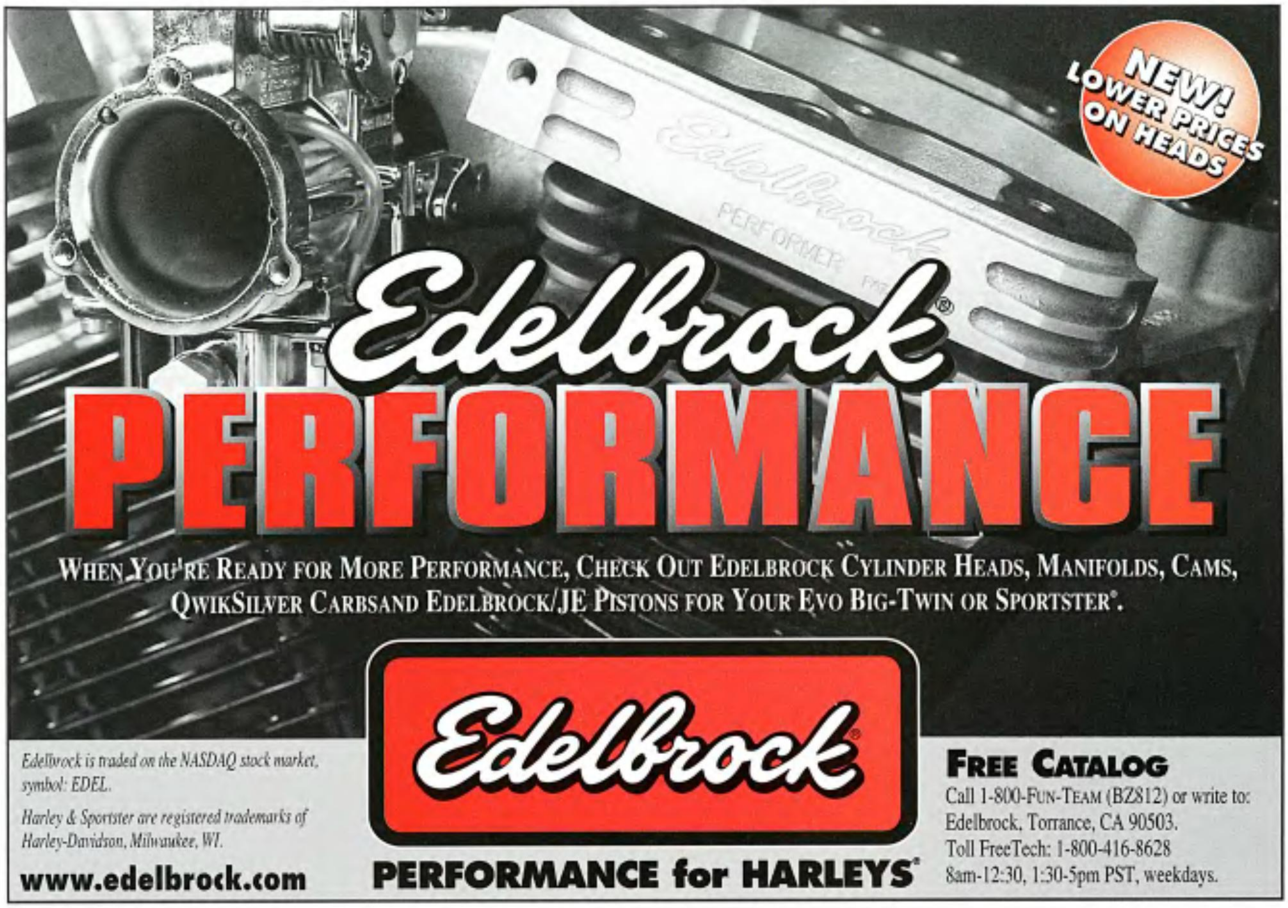
Model's Name ____________
Address ____________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
I am ____ years of age, born ____________
I will pose Full Nude ____________
Model's Signature ____________

Photographer's Name ____________
Address ____________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.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TalkingTech

WEIGHT WATCHER

I just got back from a buddy's place where he's putting the finishing touches on a custom bike. While I must admit it's a real flashy ride, we threw it on a heavy-duty scale at his shop and it weighs a ton (well, not quite a ton). For all of the aftermarket stuff, like the lighter frame, his bike still weighs over 600 pounds. This makes me reconsider some plans I had for a bike I wanted to build. Is there any way to trim the fat and keep the weight down?

Rotten Robbie
Boise, Idaho

While most aftermarket frames do tend to weigh in lighter than their factory counterparts (and some manufacturers such as Ness and Chrome Specialties are making aluminum frames) it's the stuff you bolt on them that adds the major weight. Some rims can weigh in much heavier than others, especially the 80-plus spoke models. Billet aluminum parts are pretty, and nice, but big slabs of aluminum like thick wide glide triple trees can add weight if they are not machined out and lightened up. Most billet manufacturers do what they can to lighten up the product, but it's not always enough when you have it all over the bike. Steel oil tanks can be very heavy, so many builders prefer the round spun aluminum oil tank for looks and weight savings. Another area would be fork tubes, such as the 41mm ones used on wide glides. They weigh a lot, especially if they're extended tubes. There are several makers of lightweight forks for drag racers, if you're looking for a huge weight savings. Even running dual discs in the front vs. a single disc will add more weight. Even so, keeping all this in mind, don't forget to balance out how you want the bike to look and perform based on your riding style.

PAPER TRAIL

I want to build a custom ride, but there are some things I'm kinda foggy on. The big one is the paperwork. How do I get the thing registered, insured, and all that?

Ray Golish
Santa Monica, California

Procedures vary from state to state, but here in California, you'll need the certificates that accompany the engine and transmission cases as well as the one from the frame. These are called MSOs or Manufacturer's Statement of Origin, and they are required to verify the numbers and to allow the DMV to issue you a pink slip and registration card. Call the DMV and explain what you're doing, and they'll give you the forms to fill out when you're ready for the registration. They'll inspect the bike and verify the numbers against the MSOs, and, in my case, they created the VIN number straight from the frame number. From there, they'll want to know the value of the bike in order to determine the registration fee (in California, it's 2% of the vehicle's value). Once you pay the fee, you'll get a registration card and a license plate and you'll be ready to go. As for insurance, that protocol varies from company to company and even from broker to broker. The main thing is to have your paperwork in order, all your receipts, and not be afraid to ask questions. Although I've heard many different stories, from bad to easy, as long as you follow the procedures, you should be OK.

HAND-SHIFT HEADACHES

I've been thinking of converting my Dyna to a hand shift, but I can't find such a setup. It would be simple to disconnect the stock linkage and extend that small lever off of the tranny. But because there isn't any linkage keeping everything in a straight line, the seal on the shaft is subject to extra abuse every time you jockey shift. In the April '98 issue I found hope on pages 19-22 on Earl's ride. That jockey shift, or one like it, may be adaptable to my Dyna. If you, Earl, or anyone else could help out, I would greatly appreciate it.

The Kid
Riding Hard

First of all, Earl's bike has a 4-speed ratchet-top tranny. This setup isn't even a consideration for your Dyna. If you want to extend the shift lever on your tranny, do it with aluminum to keep the weight down, and keep the lever as short as you can. Ideally, support linkage or a support bearing would be better, but for now, the easiest and cheapest way is to make a lightweight shifter extension.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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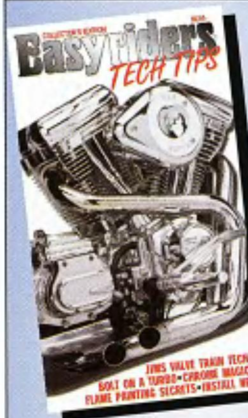

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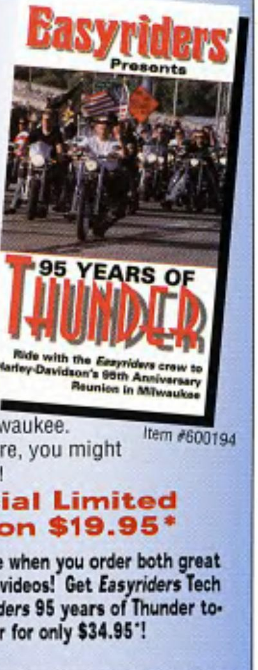

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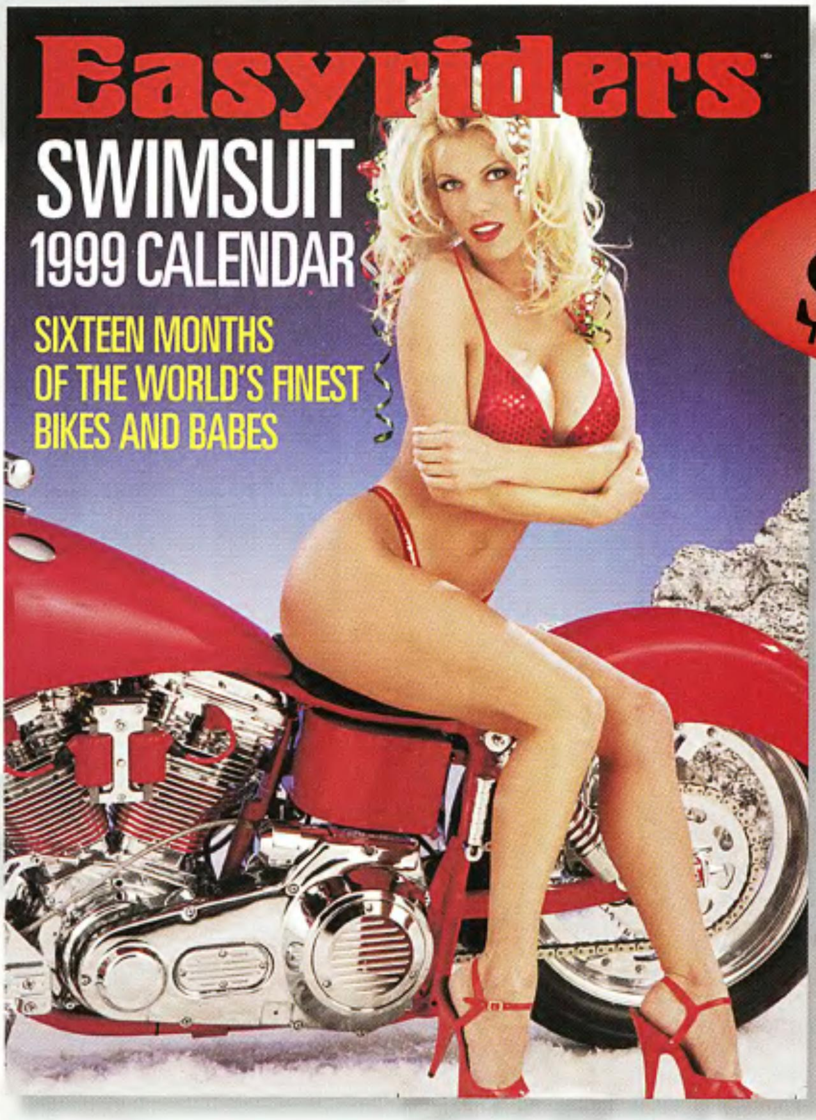

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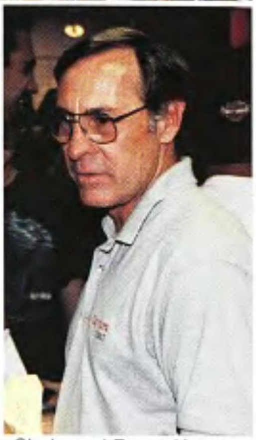
EASYRIDERS OF

CINCINNATI

A NEW STORE JOINS THE RANKS OF THE *EASYRIDERS* FRANCHISES

Officially opened for business since June 27, *Easyriders* of Cincinnati kicked off its Grand Opening on July 11, 1998. The all-day event was organized by Bruce and Shain Kraemer, the store's co-owners. The father and son team is running a tight ship, with 10 other employees on board, and is one of the latest additions to *Easyriders'* ever-expanding fleet of franchised stores.

"The Grand Opening was a huge success," said Shain, who admits he wasn't expecting such a big turnout. →



Store co-owners Shain and Bruce Kraemer

Photos: Cunningham/Feinknopf Photography

He estimated that more than 5,000 "neighbors and friends" stopped by their new store on that sunny summer day. Luckily, Bruce and Shain had carefully planned the event to offer maximum enjoyment. There was lots to do, see, and munch on.

Cincinnati's WEBN 102.7 was broadcasting live from the store, and helped spread the good word on the airwaves, attracting even more visitors who came by to ogle the *Easyriders* Fashion Show, featuring shapely models provided by the local Hooters restaurant. Live music was provided by Sunny Mormon and the Dogs, a band that performs at some *Easyriders* Rodeo events. There were plenty of refreshments to cool off a thirsty biker, and you could really wet your whistle watching your ride get the soap and scrub treatment by the friendly Hooters girls. Good grub was also on hand outside, with the ever-popular pig roast. Those who wanted to step into the shade for a spell, could get their rinds marked at the store's tattoo parlor that went full swing all day long. Pinstriping was also available for those who wanted to give their bike a distinctive finishing touch.

Located right off Cincinnati's 275 Beltway, the spacious 13,000-square-foot facility offers many motorcycle products and services. The store carries the complete line of *Easyriders* clothing and accessories, as well as parts from major suppliers like Custom Chrome, Drag Specialties Chrome Specialties, Nempco, Arlen Ness, S&S, and Midwest.

In addition to providing their customers with the latest bolt-on accessories, the store's shop will also handle their installation. And if you're interested in special construction, you won't feel left out; *Easyriders* of Cincinnati operates a complete machine shop on the premises and has all the necessary equipment to fabricate, tweak, and modify everything and anything on a motorcycle. Hop-up kits are also offered for the performance-oriented customer, and a technical advisor is available to help you select the optimum performance package to fit your application.

Easyriders of Cincinnati also offers a selection of used Harleys and is an authorized dealer for Titan and Big Dog motorcycles.

Regular motorcycle service and maintenance is provided at the shop, which features no appointment lubes and tire changes while you wait. For your convenience, customer bike pickup and delivery is available. And whaddaya know, there's even a kids' play area to entertain the rugrats while you shop!

A lot of happy customers left the store at the end of the day, and will no doubt come back to enjoy the friendly and efficient service provided by the folks at *Easyriders* of Cincinnati. If you happen to be riding around the area, drop by the store and tell them you read about 'em in *Easyriders*.

Easyriders of Cincinnati is located at 7220 Dixie Hwy, Fairfield, Ohio. The store hours are Tuesday to Saturday, from 10 a.m. to 7 p.m., and the phone number is (513) 860-3279.

—*Lafayette*

WEAR A WORK OF ART!

EASYRIDERS T-shirt designs have been created from original works of art. These timeless images adapt well to the screen printing process, and some designs have even been combined with embroidery to add to their unique quality. All shirts are printed on 100% cotton Hanes Beefy T's.

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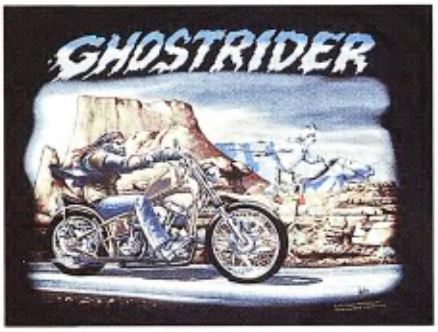
DAVID MANN EASYRIDERS SIGNATURE SERIES. This T combines an embroidered David Mann signature with the "White Line Bros" screen printed design. #8585 Sizes MD-XL $19.95* XX and XXX $22.95*



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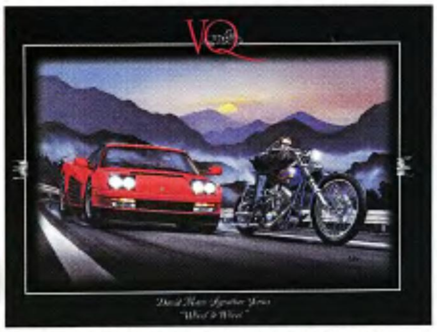

VQ/DAVID MANN SIGNATURE SERIES. This T combines an embroidered VQ bike logo with David Mann's "Wheel-to-Wheel" screen printing. #8591 Sizes MD-XL $19.95* XX and XXX $22.95*

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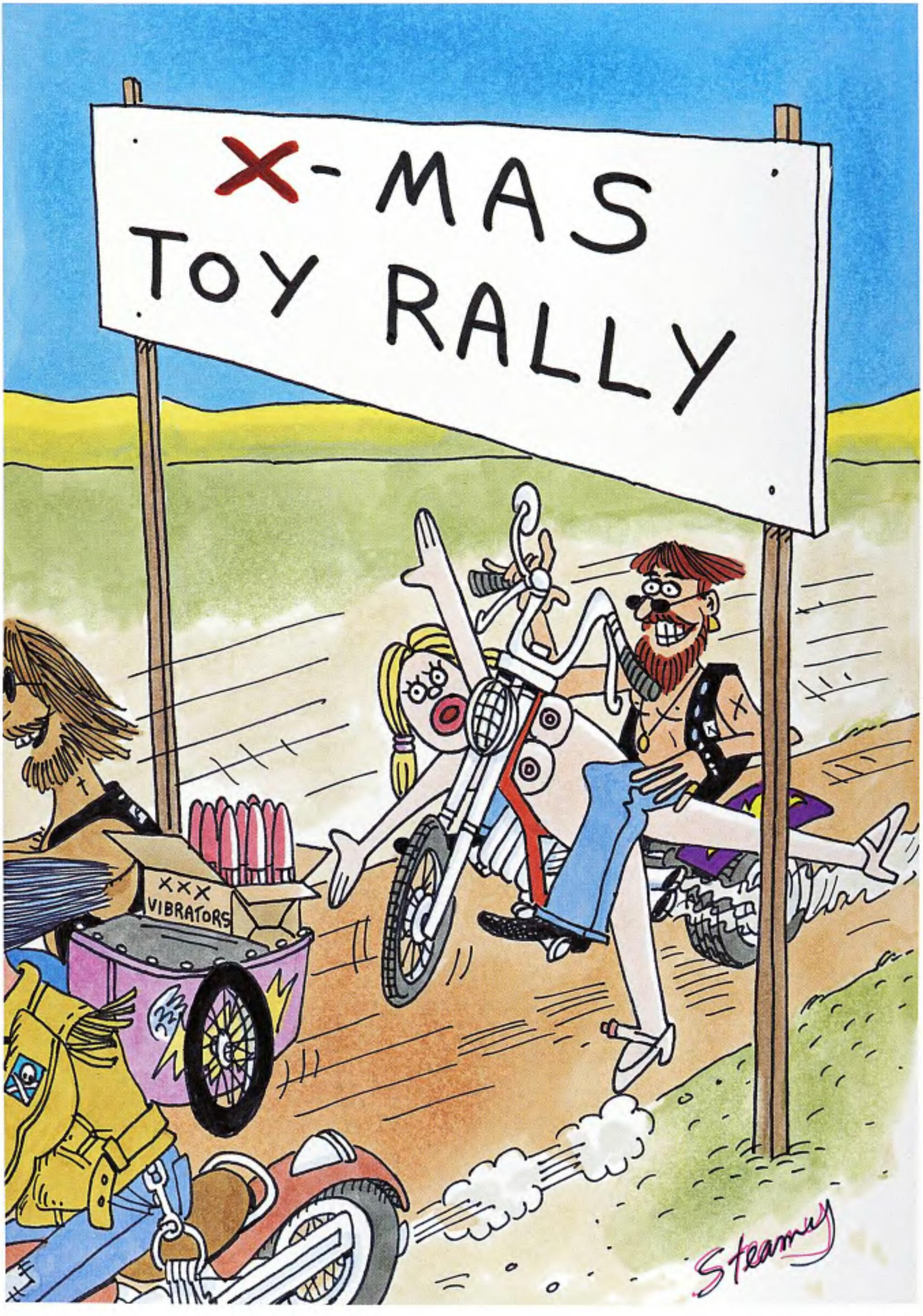
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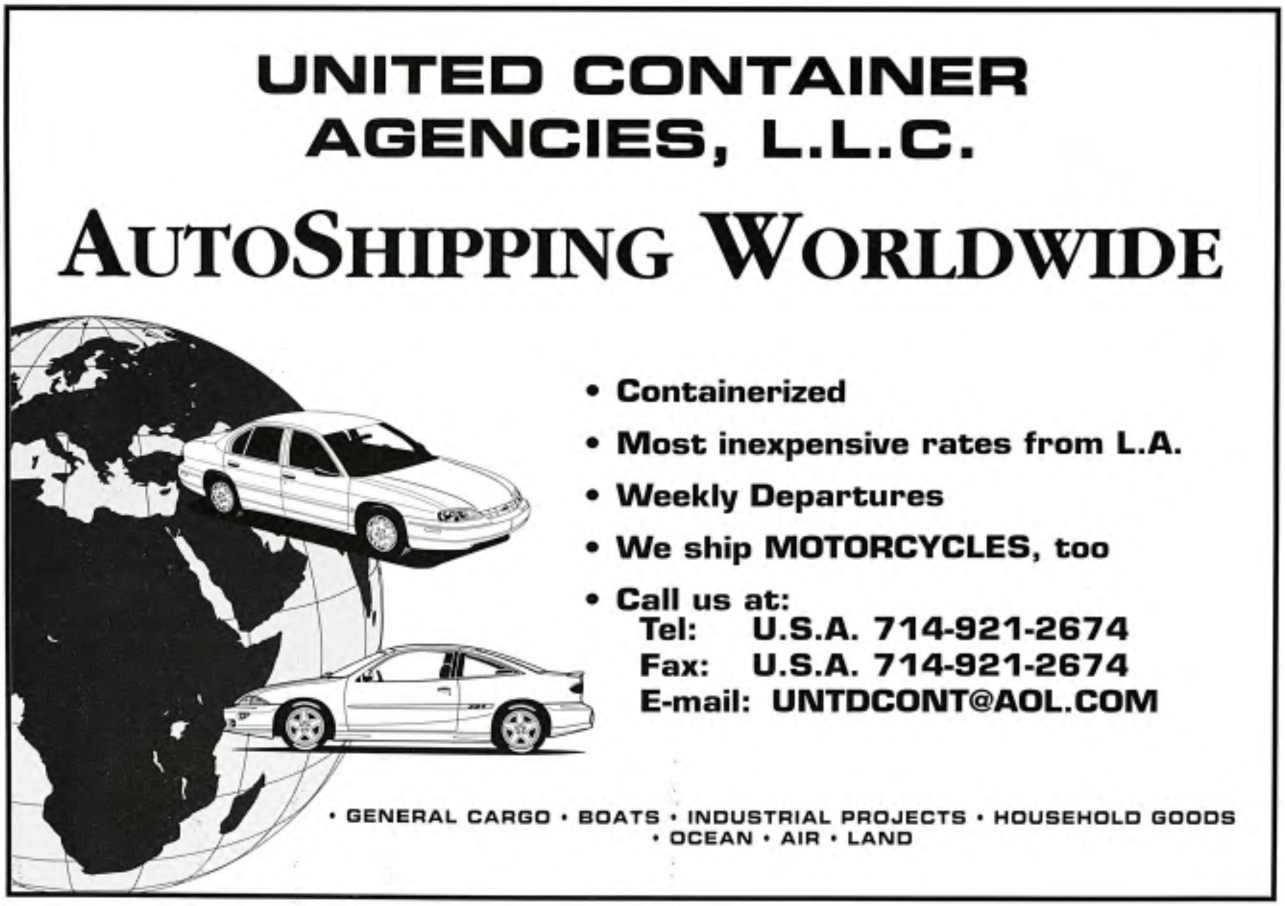
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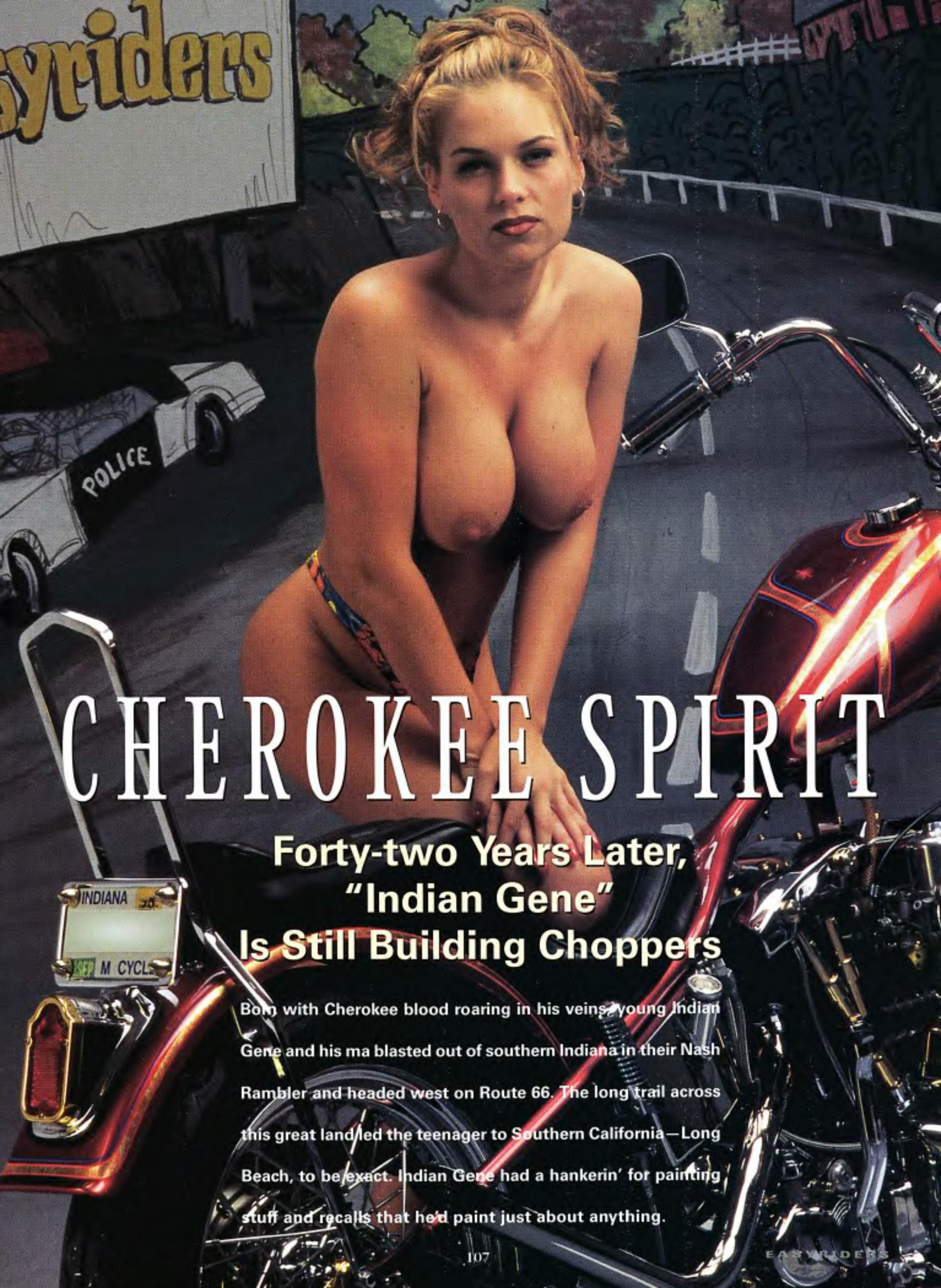

CHEROKEE SPIRIT

Forty-two Years Later, "Indian Gene" Is Still Building Choppers

Born with Cherokee blood roaring in his veins, young Indian Gene and his ma blasted out of southern Indiana in their Nash Rambler and headed west on Route 66. The long trail across this great land led the teenager to Southern California—Long Beach, to be exact. Indian Gene had a hankerin' for painting stuff and recalls that he'd paint just about anything.

Easyrider
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On one warm night back in the '50s, Gene was fooling around in the garage and started pinstriping their old Nash. In a flash, the entire dash area of the Rambler was spruced up into a custom creation. Upon inspection of the family car the next morning, ma and Gene's stepdad could not believe the results of Gene's artistic touch. Within a week, the entire Nash became the only custom Rambler on the planet with coffins and skeletons all over it.

Indian Gene's talents soon became legendary in La La Land. He worked as a pinstriper in a gas station when he turned 16 and on one slow day, a humongous member of the Galloping Gooses approached him, tossed a bunch of Harley parts in his direction, and said, "I hear you're pretty good, kid—paint these." Gene has never forgotten that the first Harley he ever painted was a chopper that belonged to a Galloping Goose.

The era had placed California and Indian Gene into the hotbed of custom work. Gene's talents and business progressed quickly and allowed him to buy professional equipment and turn his garage into a small custom paint shop. His expertise and natural ability brought phone calls from custom car and bike shops everywhere. The wisdom gained through thousands of hours of body shop work introduced ground-up rebuilds of Corvettes, race cars, Indians, Harleys, and Triumphs. His expert attention to detail earned Indian Gene a commission to paint for the National Aeronautics and Space Administration. The NASA work led him to an introduction to film director Ron Howard and building/painting cars for the movie *Grand Theft Auto*.

Job after job kept Indian Gene so busy that one day he walked into his shop and realized that he had four perfectly restored Indians and a couple of beautiful choppers in the back. All the bikes had been created from basket cases with his two hands and the sweat of his brow. It was time to put down the paintbrush and ride.

Through the '60s and '70s, Gene rode hard and played hard. The club life became as much a part of him as his Cherokee heritage. After the death of his mom, and a run of conflicts with the California EPA over his paint business, a move back to Seymour, Indiana, was in the cards. Building a new/old '70s-style chopper was just what the doctor ordered to raise Gene's spirits. Calls followed over the next couple of days to his old SoCal contacts. Dick at Atlas hooked him up with the exact frame he wanted. And to Gene, the most →

ders

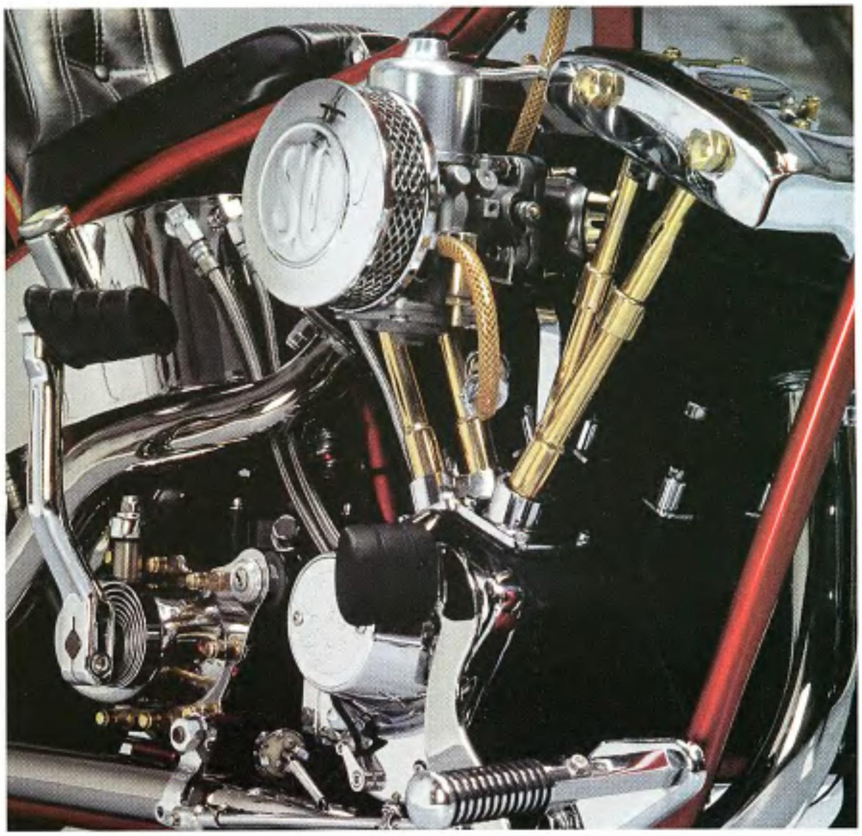
important piece to accentuate the great lines of the '60s and '70s is a Denver's Choppers front end.

Entrenched in the mold of the old school, Indian did all the assembly, motor work, molding, paint, electric, you name it. Eighteen months and 20 grand later, this sleek scoot rolled out into the street. *Easyriders* brought Gene together with our Fox Hunt winner, Crystal, and the rest is pure magic.

A tip of our faded *Easyriders* cap to Indian Gene and those dedicated souls who rode America's highways hard and fast in the '50s and '60s, truly cutting a path through the political bullshit to survive and pass along the spirit bikers so admirably carry with them today.

Also a huge thanks goes out to a team of bros who artistically joined together to deliver Gene's mastery in iron to these humble pages. Congratulations to our Fox Hunt winner, gorgeous Crystal, and much thanks to her 19-year-old, mouth-watering friend, Latisha. A round of applause also goes to Jack Tupper who conceived the bitchin' background art.

—*Balls*



specification chart

Owner: ....Indian Gene
City:............Seymour, Indiana

General

Fabrication: ....owner
Year/make: .....'94 Special Construction
Model: ....Shovel
Assembly: ....owner
Chroming: ....Hi Desert Polishing

Engine

Year/model: ....1979 1/2 Shovel
Rebuilder: ....Indian Gene
Ignition: ....points
Displacement: ....80 cubic inches
Lower end: ....H-D
Pistons: ....stock
Cases: ....H-D
Heads: ....stock
Cam: ....Crane
Carb(s): ....SU
Pipes: ....Paughco
Modifications: ....SU air cleaner

Transmission

Year: 1979 1/2
Shifting: ....foot
Modifications: ....none

Paint

Molding: ....owner
Painter: ....Indian Gene
Color/type: ...candy red/lacquer, urethane
Special paint: ....goldleaf

Frame

Year/type: ....1993 rigid
Builder: ....Atlas
Modifications: ....40-degree rake, 6-inch stretch, special peg mounts

Accessories

Bars: ....owner
Handlebar controls: ....Mid-USA
Fender(s): ....flat
Headlight: CCI
Taillight: ....tombstone
Pegs: ....Mid-USA
Foot controls: ....Mid-USA
Electrics: ....updated '81, owner
Gas tank: ....Paughco
Oil tank: ....Paughco
Seat: ....Mustang
Mirrors: ....Mid-USA
Grips: ....Mid-USA

Forks

Type: ....Denver's
Builder: ....Denver's Choppers
Modifications: ....needle bearing rockers

Wheels

Front

Type: ....Performance Machine
Size: 21-inch
Tire: ....Avon
Brake: ....what's that?

Rear

Type: ....H-D
Size: 16-inch
Tire: ....Avon
Brake: ....mechanical

Photos: ....Michael Farabaugh

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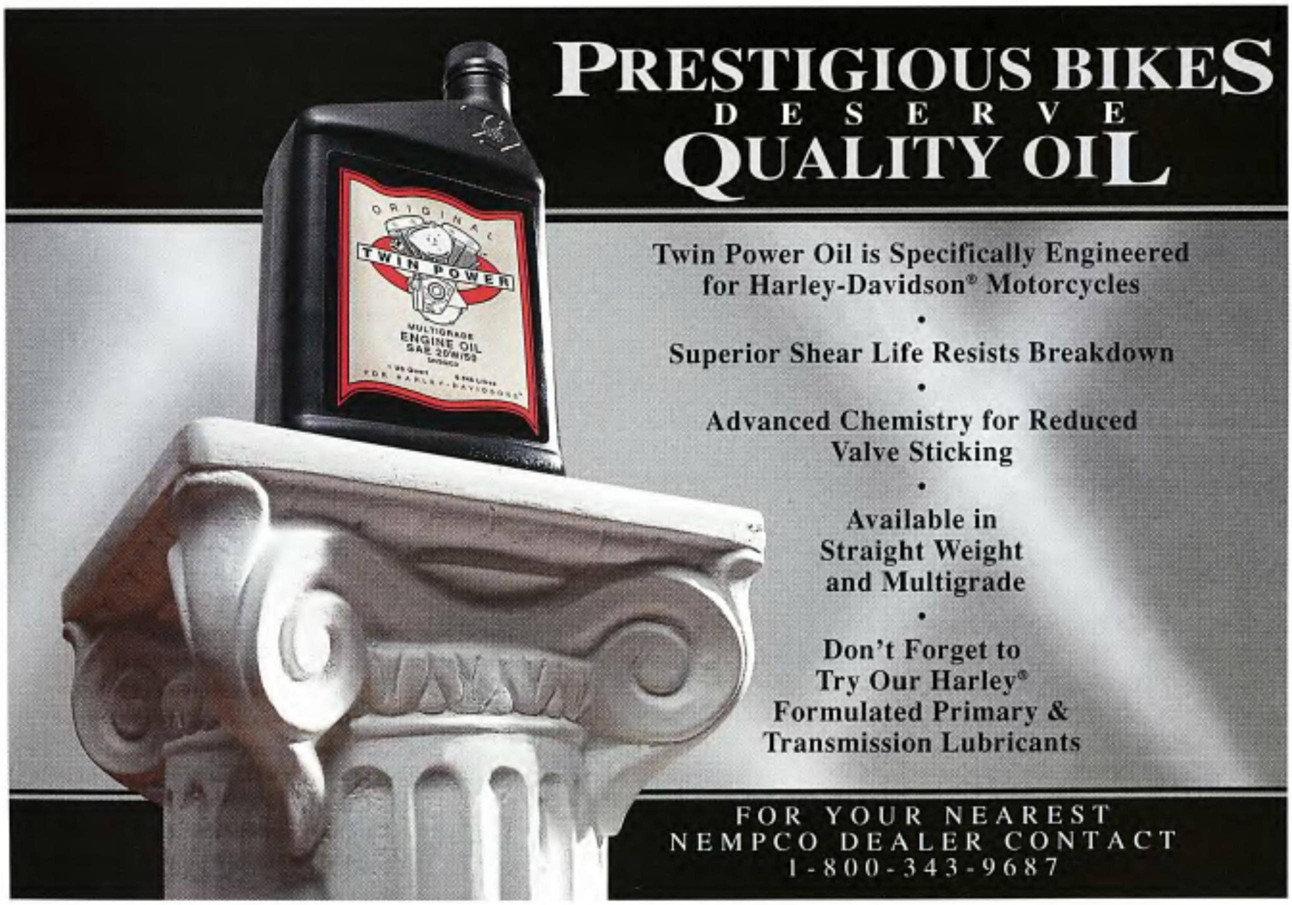
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Knucklehead History

r e t r o s p e c t

The 1936 to 1947 Harley-Davidson 61-inch OHV Knucklehead Model

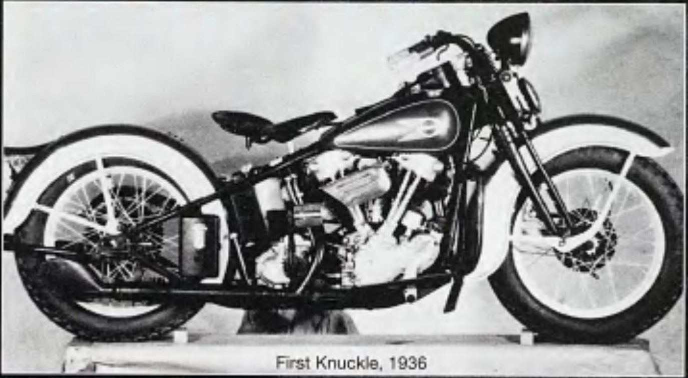
In 1930, Harley-Davidson dropped the long-lived IOE (intake over exhaust) pocket valve engine in favor of a modern side valve engine big twin VL model.

In 1931, William S. Harley, chief engineer and co-founder of the Motor Company proposed an OHV V-twin engine with a recirculating oil supply in a completely redesigned motorcycle. It would have a double-cradle frame, new springer fork design, a four-speed constant mesh transmission, and teardrop gas tanks with tank-mounted instrument panel. His goal was to offer an OHV V-twin engined machine that would set a new standard of styling, beauty, and performance. The projection was to have the new model ready for introduction in the 1935 lineup.

The new OHV V-twin was a departure from the norm in American motorcycling history and a huge gamble for the Motor Company. Only two short-lived American motorcycle companies in the teens, the Pope and the Jefferson, offered production motorcycles with overhead valve V-twin engines.

Once given the green light for the OHV V-twin, old Bill Harley wasted no time burning up the drawing boards. Revolutionary new ideas had to be translated into blueprints to get the project completed on time.

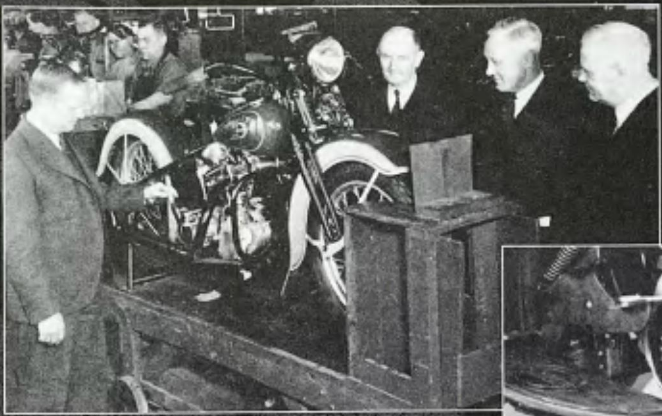
By 1933, the OHV engine patterns had been made. Parts were cast up in two foundries. Early 1934 revealed the assembled new engine all ready for the test bench. The summer of 1934 witnessed the compete prototype OHV motorcycle ready for testing. The testing turned up developmental problems that led to the conclusion that the new model would not be ready for the 1935 lineup. High-speed testing of the Knucklehead prototype proved that it indeed was a high-performance and excellent handling machine but one of the problems that plagued it was the top end oiling system. Until this time, traditional overhead valve machines had grease fitting to lubricate the valve rockers and stems. The air-cooled OHV engine design was in its infancy. The old overhead valve design was manually oiled or greased or relied on oil vapor for lubrication. There were no provisions for high-pressure oiling the top end. Valve springs during this period were famously poor and unreliable. The theory was to leave the springs uncovered and exposed to the air, thus ensuring cooler running and, hopefully, longer life.


First Knuckle, 1936

Bill Harley, who was always ahead of the curve, invented a completely new circulating oil system that not only adequately fed oil to the lower end, but also sent oil up to the overhead rocker assembly for top-end lubrication by an outside oil line. This would provide just the bare minimum of oil to the wear areas on the heads and not a drop more. Not figured into the equation was a way to return top-end oil to the cam chest for scavenging into the return side of the oil pump for its trip back to the oil tank. To make matters worse, there were no enclosures around the rocker arm and valve springs. The oil made it to the critical wear points on the rocker shafts, valve springs, and valve stems, but was blown off and back onto the engine where exhaust pipes and everything in its path were fouled, including the rider's trousers.

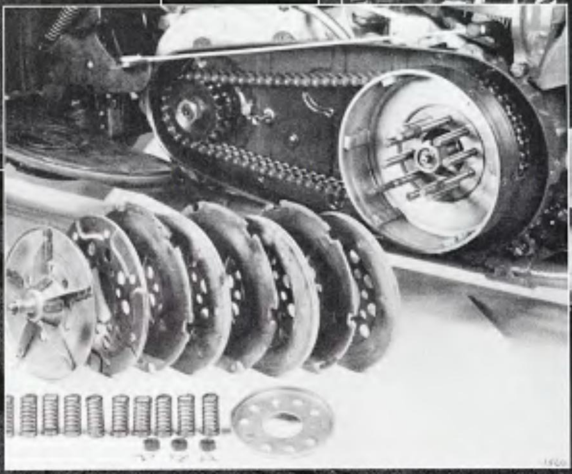
The Motor Company was faced with the same potential fiasco it had experienced with the introduction of the VL in 1930 and the prospects were not happy ones. The first approach to alleviate the over-oiling was to design an oil metering system into the rocker arm shafts to allow the bare minimum to reach the rocker assembly. However, prefect adjustment proved elusive. If there was too little oil, the valve gear would squeak from running dry; too much oil and the machine over-oiled, creating an unacceptable mess. The OHV Knucklehead leaked, was noisier than the side-valves, and there was trouble with the brakes and advanced wear on the sprockets. Performance, ruggedness, and reliability of the OHV V-twin were proven in road testing, but the oiling mess was unacceptable to the Motor Company. There was talk of dropping the Knucklehead altogether in 1935. What a tragedy that would have been.

After two years of testing the prototypes with the failed exposed valve spring system, Harley broke with tradition and opted to cover them up. In the 11th hour of introducing the 61-inch OHV model to its dealer convention, Bill Harley and his engineers devised a simple cure. A cap and cup were fitted over the valve spring with a cut-out for the rocker arm end to move up and down unobstructed. Small diameter oil lines were routed from the bottom cup to the inner side of the rocker boxes, providing a passage for oil to flow down the pushrod tubes into the cam chest. The oil needed an assist to get back to the pushrod tubes.



Above: Four original founders viewing the first production Knuckle, 1936

Right: 1945 Knuckle with prototype wide glide forks



Left: New Knuckle clutch assembly, 1941

An ingenious idea was struck upon. The timed breather valve used for relieving the crankcase pressure from the downstroke of the pistons would use the vacuum from the upstroke of the pistons to draw the oil down the pushrod tubes. The breather valve vacuum was already utilized to provide oil mist for lubrication to the front chain oiler. A third port in the breather valve that connected to the pushrod tubes would provide the vacuum needed to draw the oil back into the crankcase from the rocker arm boxes on the heads.

The machine was still developed in just five years. Harley-Davidson introduced its completely redesigned streamlined 1936 61 OHV with 4-speed transmission. The engine was something to behold with its prominent polished rocker boxes resembling a clenched fist revealing the knuckles from which its nickname, "Knucklehead," was derived. Streamlined welded gas tanks and horseshoe reservoir oil tank under the seat graced its profile. A new oval tube springer front fork topped off a dual downtube cradle rigid frame with new interchangeable 18-inch wheels with bolt-on brake drums. The 1936 FL had a winning profile with its sweeping triangular look. The fenders and tanks blended from front to rear, exhibiting a sporty swagger.

1936

The Motor Company was reluctant to call attention to the new model with memories of the disastrous entry of the 1930 VL still on their minds. If this model didn't work out, they rationalized, they could quietly get on with developing the Flatheads. The famous photo of the four founders standing at the end of the production line as the first '36 OHV EL rolled off could just as well be four guys standing around a dead horse. The expressions on their faces is anything but jubilant. This was their last chance to get it right, and if the bike didn't meet with success they had no safety net.

- First year of the Knucklehead 61 OHV
- Chrome wing-faced horn under Black Cycleray head lamp
- Front forks were tubular with steering damper and ride control
- Stylish low profile handlebars rode on the crest of the forks
- Streamlined gas tanks with top mounted instrument panel
- All new recirculating oil system required a new wraparound oil tank mounted directly under the seat enclosing the battery box housing
- Rear wheel featured small diameter brake drum with riveted-on large diameter 51-tooth rear chain sprocket
- Five two-tone color options offered: Sherwood Green with Silver panels; Teak Red with Black panels and Teak Red rims; Dusk Gray with Royal Buff panels; Venetian Bleu with Croydon Creme panels; Maroon with Nile Green panels

1937

While the most apparent changes were in paint and striping, some subtle changes were incorporated after the 1936 EL had been in riders hands long enough to begin getting feedback from their dealers. What they found out was that riders who were sold on the OHV were elated to have such a reliable road burner to style around on. While minor problems began to manifest themselves the Motor Company was committed to resolving any and all problems as they surfaced. A new more rugged frame emerged in 1937, using a slightly larger diameter tubing with drop forged castings at the sidecar loop junctions. The 1936 frame was lighter with turned sidecar loops brazed onto the frame. The lighter frame began showing its lack of endurance when sidecars were hung on and the combination was put through the paces. A resourceful mend was to bolt a rod from side to side between the sidecar loops on a solo machine to give the frame more rigidity.

The entire model lineup consisting of the 45-, 74-, and 80-inch twins all received the new streamlined treatment introduced on the '36 EL.

- New flat shift lever with positive stop shifter gate
- 120-mph speedo was silver-white faced with numerals at every 10 mph increment and lines at each 5-mph in between
- Smaller horizontal, streamlined, smooth surfaced air horn mounted on the carburetor
- Front chain lubricated automatically from the engine on all models; primary chain inspection hole cover bright-plated as on the '36 models
- Color option: Trek Red striped in Black and edged in Gold; Bronze Brown striped in Delphine Blue and edged in Yellow; special colors and variations could be ordered; wheel rims were black

1938

- Old-fashioned mechanical gauges superseded by first use of "idiot" warning lights with a red lens for oil pressure and a green lens for the generator; new third terminal on the circuit breaker was added to control generator light
- New oil pressure diaphragm switch on the oil pump switched on the red light under 3 pounds of pressure →

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- 120-mph speedo face remained silver-white, but the numeral for each 10 mph was now separated by increment lines at every 2 mph
- Timing gears shaved for closer tolerances and quieter running
- Milder cam
- All new completely enclosed rocker arm assembly introduced for cleaner and quieter operation
- Oil return lines from the valve spring to the rocker box were larger in diameter to lessen the possibility of clogging
- Frame reinforced. Stays, clips, seat post braces, transmission mounting bracket, rear support and frame struts were strengthened
- New caged 10 ball throw-out bearing
- New kickstart cover designed to accommodate the new throw-out bearing
- New larger, stronger release finger now used with a new clutch push rod.
- 4th gear shifter clutch modified for smoother operation
- Rear wheel brake had interconnected brake shoes anchored at one side with return spring on the opposite side (to alleviate squeaking and chattering)
- Rear brake backing plate reinforced
- Rex-hide brake lining and soft stamped steel front brake drum now utilized
- New compression-type pipe thread oil pipe connections now standard instead of banjo type
- New vent pipes from the engine to the oil tank enlarged to 3/8-inch diameter from 1/4-inch to eliminate possibility of clogging in extremely cold weather
- All new leather, stamped steel rear stand introduced
- Primary chain inspection hole cover painted black
- Timer cover on circuit breaker cadmium plated; all bolts and nuts parkerized
- New horn and light wiring routing changed for greater accessibility and to prevent wire from chaffing; horn bracket and bolts now black
- New handlebar position for better leg room and control of the machine
- New Zerk grease fittings
- All new feature offered: the motorcycle came factory equipped with either the Standard or DeLuxe accessory group • Color combinations: Teak Red with Black and Gold Striping; Venetian Blue with White and Burnt Orange Stripes; Hollywood Green with Gold and Black stripes; Silver Tan with Sunshine Blue Stripes; Police Silver with Black striping (for Police only)

1939

Harley advertising for the new '39 OHV

model proclaimed; "Quality, Popularity, and Performance tell the complete story of Harley Davidson superiority."

- New self-aligning upper and lower headcones
- New streamlined taillight
- New instrument panel attractively streamlined, referred to as "catseye" dash
- Modern Steel-strutted pistons for holding their shape in the bore
- New 25-Ball clutch throw-out bearing
- Two-tone russet, rhino-grain,horsehide saddle tops
- Improved intake manifold
- Drain plug in the carburetor bowl
- Clutches improved
- New stainless steel fender strips
- Many transmission improvements—or so the riding public was led to believe. I don't think anyone can justify this step backward. For some reason known only to Harley, the shifter clutch for low and second gear was changed from constant mesh, which was the answer for smooth shifting, back to a sliding second gear with the low shifter dogs on one side. The sliding second gear engagement was noisy and ground like a missed shift
- New small stop light switch
- New front brake cable oiler
- Front chain inspection hole cover bright plated
- Pinion shaft now one piece, with oil pump and pinion gear running on the shaft's splines, superseding the previous two-piece shaft with machined on oil pump drive gear. Front forks to be used on solo machines were equipped with a lighter cushion spring
- Color designs and combinations: Airway Blue with White Panel; Black with Ivory Panel; Teak Red with Black Panel; Police models were offered with standard Police Silver with stripe

1940

- New instant gas reserve valve on top front of the left side gas tank
- Streamlined 1/2 round footboards
- Chrome nameplates on gas tanks
- Ribbed crankcase cover
- Speedlined toolbox
- Front forks heat-treated
- Improved oil distribution in 61-inch cylinders
- New crankpin and rollers
- Cast front wheel brake drum
- Increased 61 OHV horsepower
- Transmission and clutch improvements; shifting returned to constant mesh.
- Copper flange terminals
- Improved interchangeable wheel hubs
- 5 x16 tires and wheels optional
- New saddle top leather; smooth-finish full grain Cowhide leather specially tanned
- Color combinations: Clipper Blue with White Stripe; Flight Red with Black Stripe; Squadron Gray with Bittersweet Stripe; Black with Flight Red Stripe.
- Utility Group accessory package added, offering the minimum in accessories for satisfactory motorcycle use

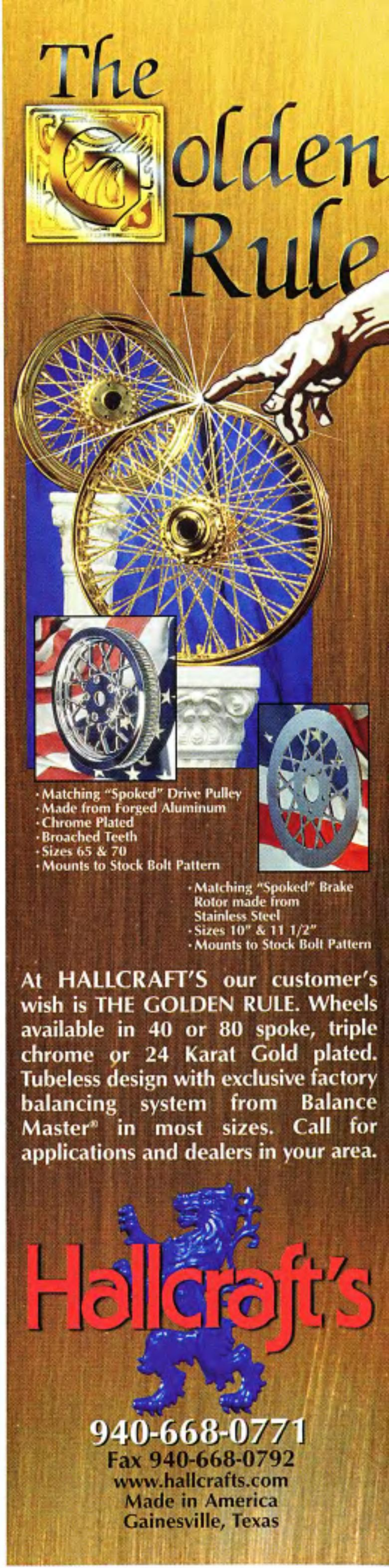
1941

- New 74-inch OHV model introduced
- New centrifugally controlled oil pump
- New clutch design
- Airplane-style speedometer dial
- Positive-grip hand brake lever
- Redesigned big twin clutch foot lever assembly (to clear the wider primary chain cover that accommodated the new wider clutch assembly).
- New giant round air cleaner
- Lowered to allow access to carb adjustment
- Oxide-coated piston rings
- Gear shift lever hardened
- Summer sport shield offered
- No striping offered
- Color options: Skyway Blue; Cruiser Green Flight Red; Brilliant Black; Standard Police Silver (for Police use only)

1942

In February 1942, when the Military →

Joe Petrali on American record holder, 136.183 mph, March 1937



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contract reached the production line, all civilian vehicle production was stopped. An unusual photo of a new '42 Touring OHV shows it with a two-tone paint scheme. Front and rear fender tops and gas tank side panels are in one color with the fender valances and the balance of the gas tank's area in a secondary color.

1942 through 1946 were the War years and Harley-Davidson Motor Company was totally committed to the war effort. Harley was awarded a contract by the War Department to produce military motorcycles and related materials. Material shortages were overcome and the military machines rolled off the assembly line on time. Civilian motorcycle sales were not an option.

1945

In November 1945 an experimental Knucklehead was photographed with prototype and primitive wide glide forks utilizing an adapted springer front fender. The gas tanks were '41 to '46 style with metal nameplates and stainless strips, but the dash was the '47 style with 2-light dash cover. Tan solo saddle and black large round air cleaner were also showing. It is generally accepted that few changes were made on the OHV Knuckleheads in the War years. Paint choices available for nonmilitary machines were listed as Silver or Gray.

1946

The colors were listed as Gray or Red. As the Motor Company war contracts were canceled the War Department gave them permission to begin manufacturing a limited amount of nonmilitary motorcycles. A new frame with a headstock angle of 30 degrees and offset fork and handlebar mounting was adopted to accommodate the 16-inch wheels for improved handling. The offset frame and fork are thought to be a late year introduction sharing the year with the earlier frame and in-line fork.

1947

- Last year of the Knucklehead
- New streamlined name plate
- New shifter guide
- New shift sequence
- Improved speedometer dial
- New taillamp
- Improved circuit breaker adjustment
- New streamlined instrument panel
- New relocated generator and oil warning lights.
- Hydraulic shock absorber replaced the time proven ride control
- Seven equipment groups offered

- Important chrome additions in six groups
- New Harley-Davidson hydraulic shock absorber included in four groups
- 30-degree frame and offset forks used for the entire year of production.
- Color options: Flight Red, Skyway Blue, Brilliant Black, Police Silver
- A disclaimer was attached to color options: "Because of manufacturing conditions, we must reserve the privilege of supplying whatever colors may be available to expedite orders."

Harley-Davidson produced just over 210,000 motorcycles of its entire model line-up from 1936 to 1947. OHV ELs and 74-inch OHV FLs were produced during this period representing about 20 percent of all Harley's production machines.

The '36 OHV EL introduced a new era in motorcycling. This sleek and sporty '36 OHV Harley-Davidson antiquated the tall, spindly, slow and top-heavy motorcycles of the past. The seating position evolved from bolt upright in the teens and '20s, using gigantic pullback handlebars reaching back to the rider, to the mid-'30s jaunty forward leaning position with the new wider, shorter, and lower solo handlebars. The Speedster handlebars gave the rider more leverage and control of the machine. Handling was greatly improved. The saddle height was lowered into the frame profile. The lowered saddle and seating position moved the rider's weight down into the chassis, producing a lower center of gravity and a real sense of being one with the machine. The entire motorcycle was closer to the ground, encouraging greater rider confidence when leaned over at speed in a graceful sweeping turn.

The 61-inch Knucklehead's performance could stand every other production V-twin of its day on its head. The new machines showed up at every type of competition known to man and were successful in knocking off the competition. Joe Petrali on a factory prepared 61 set a two-way average speed record at Daytona Beach in 1936 that went unbroken for over a decade. Iron Man Fred Hamm set a 24-hour endurance record at Muroc Dry Lake, California, the following year.

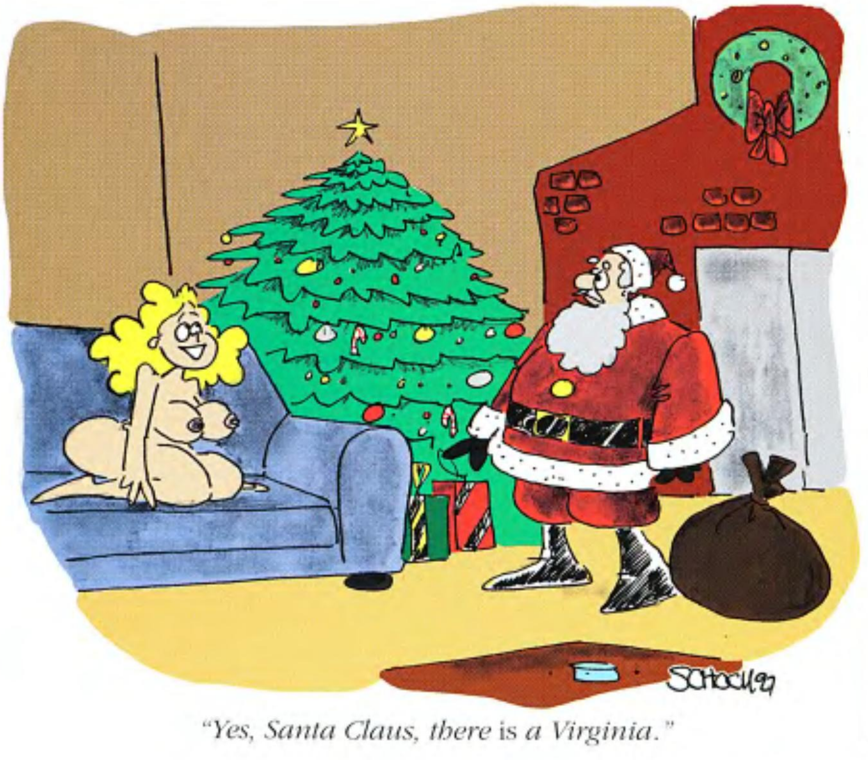
Racing victories and customer testimonials came in from around the world. The founding fathers hit a home run clear our of the park with their new 61 OHV model. They did not rest on their laurels, either, as evidenced by the year-to-year improvements and innovations to keep their 61 on the crest of the wave. Fifty years after the last Knuckleheads left the factory their impact and popularity are still influencing design and development today, as evidenced by the modern Evolution model. Long live the Knucklehead!

—M.F. Egan

What's the difference between picking your nose and buying a Jap bike?

At least when you pick your nose, you think you can pick a winner.

Fast Eddie
Alaska



"Yes, Santa Claus, there is *a Virginia."*

What Every Biker

If you're a half-decent ol' lady, you've probably been spending a lot of time fretting about what to get your main man for Christmas this year. Once you've been hanging around together for a few seasons, it can be damn hard to come up with fresh ideas to fill that spot under the tree for your favorite biker. It's not that bikers are hard to buy for, it's just that many of the traditional gifts might not exactly light his Christmas candle. No use wasting money on crap like ties, socks, and slippers, when they aren't going to be appreciated. Hell, if you give a biker a tie, he'll just end up using it to fasten you to the headboard.

So if you've been racking your brain, trying to hunt down the perfect gift, check out the following suggestions. Any one of them will make your resident biker light up like a pit bull with a mouth full of poodle.

Booze

Gifts containing alcohol are always a favorite in any biker house. It's an item that's easy to understand, requires no assembly, and can be put to use immediately. Just make sure you stick to the basics. Whiskey, rum, vodka and, of course, beer are all safe bets. Nothing fruity and nothing with the word "nog" in it. Mixing perfectly good rum with eggs and shit should be illegal. Also, nothing minty. No real biker wants his farts smelling like breath mints.

Guns

Nothing warms a biker's heart like finding a good, solid, American-made firearm under the old pine tree. And yet, so much of the mainstream world has yet to catch on to the fact that guns make great gifts. What could be better than sticking your hand in your stocking and pulling out a nice, shiny sidearm? It gives me shivers. And they're so practical. Not only are they great for dealing with neighborhood cats and any stray reindeer that might be hanging around, they're excellent should a gaggle of strangers show up at your door and break into a rendition of *Oh Holy Night*. You can fire a couple of warning rounds into the air and watch them scatter, dropping Yule logs in their tracks. You'll laugh for hours. A word of caution, though. Just like you wouldn't want your man to forget the batteries for your new vibrator (by the way, you're getting a vibrator this year), you'll have a real pouty biker on your hands if you break the first rule of gun giving and forget the ammunition.

Motorcycle Stuff

You can't go wrong giving your biker bolt-on scooter toys. Leathers, boots, and stuff like that are also good. Helmets make great gag gifts, especially the full-face, space dork variety. Get him one that glows in the dark, with lots of numbers and stripes and shit all over it. He'll appreciate the humor and you'll get to see just how far it is actually possible to throw a Christmas gift. When in doubt, anything with the Harley-Davidson logo is a safe bet. Whatever you do, don't forget to run through the handy, dandy *Easyriders* catalog (included *free* with this issue) because, trust me, anything you find in there, he will *love*!

Tools

If your man is a gearhead, tools could be the way to go. Just make sure you don't skimp with the dead presidents. Don't buy any Taiwanese, knuckle-breaking, shit tools. Only top quality, precision equipment will do—stuff that doesn't fly to pieces the first time you apply a little torque, tools that will bite into the side of a nut like a clumsy hooker. Keep in mind that if your man hurts himself using a tool that you bought him, you're going to get blamed. It may not be right, but you know it's true. When you think of it like this, maybe a gift certificate to a tool store would be a better idea. If you want to give him something to look forward to, you could throw in a box of bandages.

Lingerie

Just in case you're a little thick, let's be clear that the lingerie is for *you* to wear, and your man to admire. Put it on and model it for him. Don't put it in a box for him to open, as there is a chance he may take it the wrong way. Any ol' lady who gives the impression that she wants her man to

Wants For Christmas

AN OL' LADY'S GUIDE

wiggle into a high-cut thong and a push-up bra is lookin' to be homeless.

The thing you want to keep in mind with lingerie is simplicity. You don't want anything with too many strings, buttons, clips, and other hard-to-undo shit. Lingerie should be easy to get off. After a few drinks, anything too tricky is just going to frustrate your man, forcing him to either give up or go get the scissors or buck knife. And remember, how a piece looks is far more important than how it may feel on your body. Sure, a lot of lingerie feels like a snake is trying to crawl up your ass, but a little discomfort is a small price to pay in the name of Christmas cheer.

Porno Movies

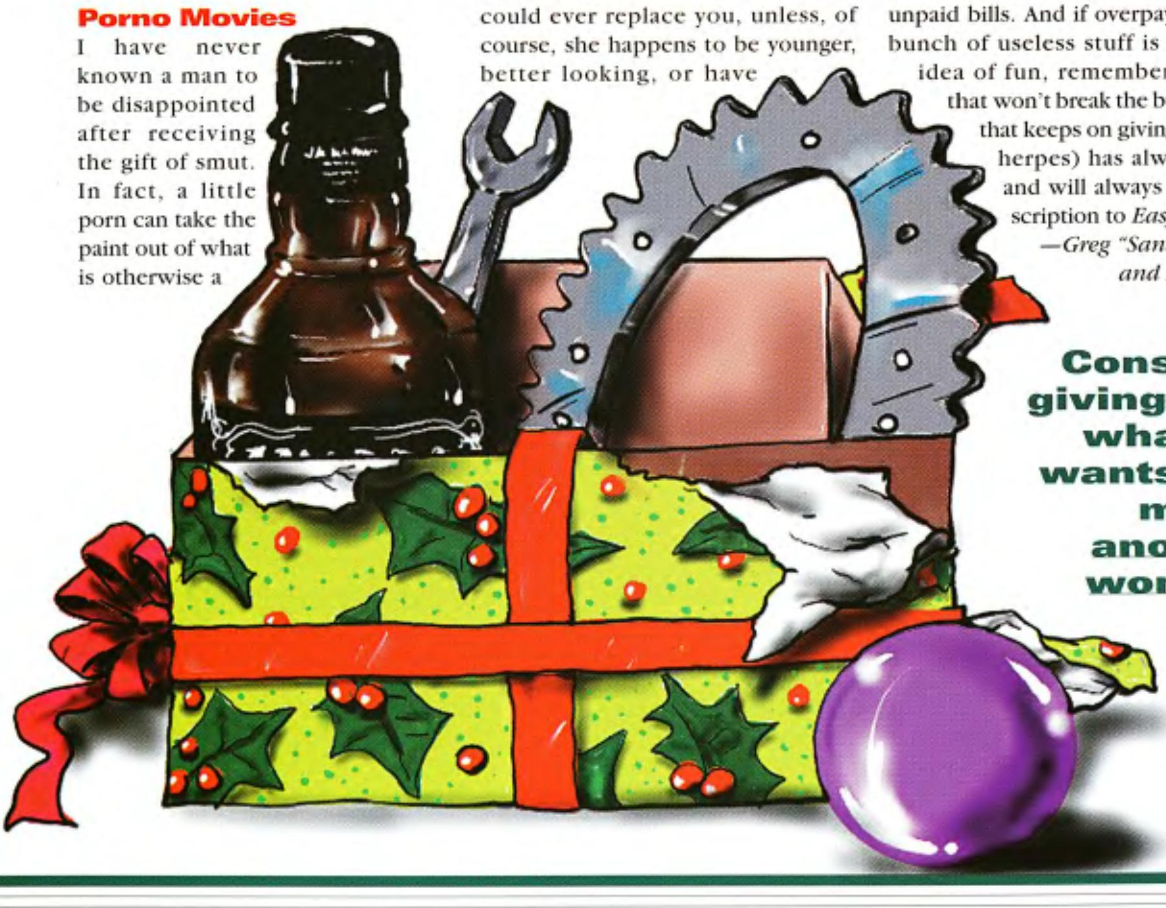
I have never known a man to be disappointed after receiving the gift of smut. In fact, a little porn can take the paint out of what is otherwise a depressing, family-filled, stressful, holiday season. Viewing pointless sex and nudity can brighten any man's day, just as long as you're prepared to recreate the good parts later that night.

The Ultimate Gift

If you really want to turn your Scrooge into Santa Claus, consider giving him what he wants the most: another woman. I don't mean you should bow out of the scene forever. I'm just suggesting you provide him with a little variety to lift his spirits, a bit of Yuletide entertainment just to show how much you appreciate him. We're talking about another woman here, not another ol' lady. Nobody could ever replace you, unless, of course, she happens to be younger, better looking, or have more money. But don't worry too much. If you're treating him right, feeding him regularly, and keeping his leathers oiled, he will probably come back to you by spring.

As you can see, it is possible to provide your biker with a good dose of Christmas cheer if you're willing to give it some thought and use your head for something more than keeping your earrings from banging together. If you're still having trouble picking something from the list, you could always splurge and get him everything. Don't be a tight-ass. Just get out your charge card and stroke it 'til it smokes. In the end, nothing says "Merry Christmas" like wretched excess and a big stack of unpaid bills. And if overpaying for a bunch of useless stuff is not your idea of fun, remember the gift that won't break the budget and that keeps on giving (no, not herpes) has always been and will always be a subscription to *Easyriders*.

—Greg "Santa" White and Phantom



Consider giving him what he wants the most: another woman.

Illustartion: Jon Towle

Gifts From The Heart

By Melanie Cantu

THE SEQUEL

The following holiday fiction is a heart-felt sequel to a story by Melanie Cantu, originally published in the December 1993 issue of Easyriders.

Jake scraped the remaining bite of pumpkin pie off the Styrofoam plate with the side of his plastic fork. As he chewed, he glanced around the room. A honeycombed paper turkey stood duty as the centerpiece of the long table where he was seated. Construction paper leaves made by a local grade school class framed the serving window. At least the volunteers at this shelter had put forth an effort to show the Thanksgiving spirit.

After dumping his trash, he returned his tray to the window. "Happy Thanksgiving," the woman behind the window smiled at him as she worked. He shot her a small, nervous smile and nodded.

The big man shouldered open the door and stepped out into the cold. It was achingly bright as only a winter day can be. A group of smokers banished to the great outdoors were clustered around feeding their addiction, mindless of the weather.

Jake gazed at the sky as he walked to his bike. It was nice to have somewhere to go today. He'd been alone at Thanksgiving many times and it wasn't so bad. Christmas was another story. That was the one day of the year he couldn't drink or ride away the ache in his heart. It was *the* family day of the entire year. He shook the dark thoughts already filtering into his mind before they caught hold of him.

Digging into his saddlebag, he retrieved his winter gear: his sheepskin-lined gauntlet gloves and aviator hat and his goggles and scarf. Laying his jacket on the seat, he pulled on a flannel shirt and unbuckled his chaps to tuck it in. He had learned thousands of miles ago that it's better to keep the cold out than try to warm up after its icy fingers were already freezing your innards.

The smoking group watched silently as he kicked life into his cold Knucklehead. So far, she had never let him down. Most of the group nodded or waved as he departed and he nodded in return.

He didn't have a particular destination in mind—he rarely did. With no home and no family, he roamed until he needed work to pay for food or a clean hotel. That had been his life for many years now. The only thing he'd ever loved, his wife, Jenny, was long ago dead and the only way he preserved his sanity was to keep moving on.

After spending the night at a mom-and-pop hotel, he headed out. At his second stop to inquire about work, they hired him on. The days ran into weeks as he cut, bundled, and carried Christmas trees for sale to other lots. On weekends, the monotony was broken by the families coming out to tag trees.

On one afternoon, Jake straightened up and wiped his brow as he took a break. He could see cars pulling into the lot across the area where he worked. A woman closed her car door as her little girl and boy ran excitedly around the car to where she stood.

An old memory stabbed his heart. It was just three years ago that he was working at an in-town tree lot when Michael, Sarah, and their mother came into his life.

His mind raced back to that Christmas Eve when he followed them home without their knowledge. After an earlier conversation with the boy about their hard life since their father's death, and then seeing their shack, he had been filled with the spirit of Christmas.

That Christmas morning he waited down the block, sitting astride his idling Harley. He watched as the trio discovered the tree and gifts left on the porch by an anonymous Santa Claus. His heart had swelled at witnessing their momentary lift to a better time and place. Their happiness was his favorite gift of all.

Returning to the present, he knew this was not the same family. He turned back to his work and finished his day with the memory of that Christmas occupying his thoughts. At day's end, he asked for his pay and told his boss he was moving on.

Back at the hotel, he checked over his bike and prepared to go the next morning. During his workday reverie, he realized that he was only a day's ride from that memory that was calling to him. Was it by chance or had a subconscious desire guided him to this part of the country again?

The next day, as hours rolled on and the countryside blurred past, he realized his heart was beating just a little faster than usual at the anticipation. Of what? They might not even live there any longer and even if he found them again, then what? He hadn't thought that far ahead.

The scenery was patched here and there with old snow remaining from the last storm. Dried yellow grass and leafless trees were occasionally joined by an evergreen or pine tree stand. It was late afternoon when he passed the welcome sign into town.

First stop was the Christmas tree lot where he had worked on his previous visit here. It was vacant. He had only driven a couple more blocks before he spotted a larger, glitzier lot.

He pulled up and secured his bike. The seasonal music was blaring and silver and gold garland was strung across every stationary object. Santa, himself, would have probably found it hard to take.

Dried pine needles crunched under Jake's boots as he approached the office. An older man with a black fisherman's hat pulled down over his remaining white hair shuffled up to meet him. "Can I help ya?" he said past the pipe clutched in his teeth.

"I hope so. I'm looking for work at one of the lots here. I'm not afraid to work hard and can work any hours you need. Are you hiring?"

The old man had to crane his head back to look up at Jake. He was at least a head shorter. "This time of year? I'm busier than a long-tailed cat in a room full a rockin' chairs. But I won't put up with lay-abouts. If you give me an honest day's work, I'll pay ya fair."

Jake nodded.

The old man stuck out his hand. "The name's Frank. I'm your boss. Be here at seven tomorrow morning, and don't be late." He turned and started back toward the office, their business finished.

Jake left and found a vacant room at the same hotel where he had stayed before. It

David Mann
EASYRIDERS

had been a long day, but after grabbing a bite, he still had one last stop to make. The Knucklehead's throaty rumble echoed off the buildings before they proceeded into the residential section.

Rows of houses outlined with multicolored, blinking lights stretched along either side of him. A painted wooden Santa waved mechanically in greeting as he continued. The closer he rode to his destination, the fewer lighted houses were visible. People in this part of town struggled to pay the bill to light the interiors of their homes. There was no money here for luxuries.

He rolled down the familiar side street and pulled up to the curb. The shack stood silent and dark. Unswept leaves from fall had piled against the foundation and a couple of empty beer cans lay in the yard. Bare wood peered through the spots left by the peeling paint. The outer door was missing—probably scavenged by a junkie for scrap metal money.

A flicker of movement in the neighboring house caught his eye. It was only a slight movement of the curtain but he had not lived this long by letting small details pass him by. That signaled it was time to leave before the local boys in blue showed to check out a report of suspicious activity. Making a slow U-turn, he headed back to his room for a hot shower and bed.

His first day at Frank's lot was Saturday, eight days before Christmas, and they were working at a rapid pace. Piles of trees needed to be unloaded and readied on the lot. The smell of pine was strong in the cold air. At least it still wasn't snowing. He usually steered away from this part of the country during winter weather. Only one other time had he ventured this far north. He shook his head over his insanity. Last night was a dead end. Maybe the whole trip would be, and if snow threatened, he'd be on the road in a heartbeat.

Later in the afternoon, he rested on the tailgate of a truck as he tipped back a mug of steaming black coffee. Frank tottered up. He had taken an immediate liking to the old guy. His walk reminded Jake of a windup toy.

"How's it goin' so far?" he called to Jake. "Dreamin' of Florida and those girls in them whatchamacallit string bathin' suits, where the string disappears to who knows where?" He guffawed at his own joke.

Jake grinned and nodded. "You called that one. I think I must have had something loose in the circuits upstairs to head up this way instead of south. I'm a little worried about the weather holding. I don't usually stay anywhere very long." That last part he said a little hesitatingly.

He had found that people liked to pry into his head about his nomadic lifestyle.

Frank started to climb onto the truck and couldn't quite make it. Jake instinctively reached down and helped him up. "Thanks, son. The cold settles into my hip and I can't get around like I used to."

Jake was relieved he let the comment about "moving on" go.

He straightened up to look at Jake. "See, once upon a time, I was a young fella too. Used to ride a sleek red Indian." He shook his head at the memory. "God, she was a gorgeous gal, fast and dangerous and I rode her hard." He reached down and tapped his leg. "Till I took a curve a little too quick after a light rain one summer evenin'." He pulled up his pant leg to reveal an artificial limb. "Got pins in my hip, too."

He slapped Jake on the back. "Well, hell, I'm sure the last thing you want to do is listen to an old fart like me whine about his war wounds. I just stopped by to see how the trees were holdin' out and tell you you're doin' good. Thought you might like to join the wife and me for Sunday dinner after work tomorrow. Nothin' fancy, but she's a good cook, she is. That's one of the two reasons I made an honest woman out of her 54 years ago."

Jake chuckled and started to refuse from habit, but instead replied, "I'd like that."

That night after work, Jake felt he should be doing something to find the trio, but he didn't have a clue where to start. He sat by the window of the restaurant and stared out at the night as he waited for his food. As he worked his way through a plate filled with hot roast beef and mashed potatoes swimming in gravy, the realization that he might not find Michael, Sarah, or their mother slowly sank into his brain.

All he could do was keep his eyes open and hope. In the meantime, he needed cash, so he might as well work here. He just hoped the snow would stay away.

On Sunday night, he followed Frank to his house after work for the promised dinner. He was a little nervous about meeting Frank's wife. As they entered the older, two-story farmhouse, the warm smell of food cooking enveloped him. It had been a long, long time since he'd enjoyed a home-cooked meal.

"Jake, this here's the woman that stole my wallet, er, my heart 54 years ago."

The plump, little, gray-haired woman giggled and elbowed Frank over his joke. He put his arm around her shoulders and hugged her to him. She wiped her hands on her apron. "The name's Annie," she said, as she shook his hand. "I hope you →

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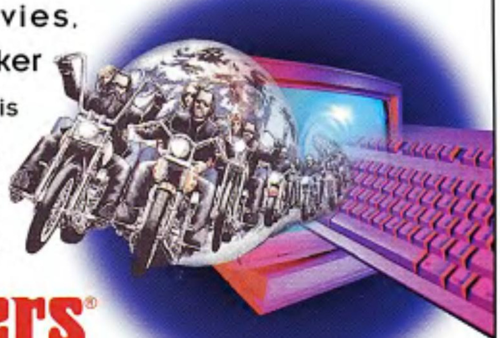

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like fried chicken," she said, retreating to the kitchen.

"Yes, ma'am," Jake said. He was salivating so hard from the smell she could have served up road kill and he wouldn't have noticed.

He eyed the linen tablecloth and China taken from the cupboard occupying the far wall and felt a little anxious. The table was crammed with bowls and plates offering such treasures as golden, buttered rolls, yams with marshmallows, real mashed potatoes, broccoli with cheese sauce, and dressing with onions. He'd had dreams like this before.

The two men sat down and Annie brought in a heaping plate of fried chicken, placing it in the only remaining space on the table.

Jake looked at Frank. "Is someone else coming?"

Frank just laughed and glanced at Annie. "We always tease Annie about cookin' like she's expectin' the army to stop in for provisions at any minute. That's just how she always cooks."

Annie was settling in her chair. "I don't like to serve skimpy portions or have anyone ever complain of going away from my table hungry."

Jake laughed, "Ma'am I don't think there's any chance of that, even for a man my size."

The conversation flowed easily between them as Jake relished the feast. Who knew when, if ever, he'd be a guest to a layout like this again.

At evening's end, he went back to his room and fell into a peaceful, deep sleep like none he'd experienced in recent years.

The following days were spent working by day and trying different restaurants by evening, hoping to glimpse Michael, Sarah, or their mother. On Thursday, as he was setting up trees in concrete blocks for displays at the lot, a pickup pulled in, followed by a couple of scooters.

He watched from a distance as they spoke to Frank and loaded a tree into the truck and left. Frank walked over to him. "That's some nice folks. They hold a toy run every year to benefit a local children's home." He handed Jake the flier in his hand. "You might want to check it out."

The week was drawing to a close. Saturday was Christmas Eve, so they only worked half the day. Just the salesmen were left. Jake strapped the stuffed Tasmanian Devil doll that he had picked up the night before to his handlebars and rode to the starting point of the toy run. The mall parking lot was jammed with bikes of every description. He rolled by the spectrum of the biking world—H.O.G. members, patchholders, families, and RUBs with their new leather jackets as shiny as the chrome covering every available square inch of their rides.

As the parade progressed to the lot where the truck would load up the donated toys, Jake took note of the gray sky. At the lot the band was tuning up for the party to follow.

After filling his plate with free food, he sat sidesaddle on his bike and watched the throngs of people. The band geared up with a few Bob Seger favorites as several couples danced in front of the flatbed truck.

Jake returned to his bike after throwing away his plate, thinking that this Christmas might not be as bleak as most he'd spent. Frank and Annie had invited him over for Christmas dinner. He'd spend a little time with them, then be on his way.

As he zipped up his jacket, he noticed a boy standing near a turquoise Road King. He didn't see the young girl in the sidecar until the boy moved. The little girl popped up, laughing at something the boy had said.

When the little girl ran around to the front of the bike where a group of women were gathered, Jake stood still. One of the women moved and he had a clear view of a slender woman in a leather jacket and chaps. Her long, dark hair swayed as she talked and laughed with the others.

Jake got off his bike and took a few steps closer, as if in a dream. The woman turned to put her arm around the girl and he saw her profile in the graying afternoon light. It was them. His heart was in his throat.

But what now? He felt like a teenager. What would he say to them? To her? She didn't even know him. He was someone she passed on the street, in a long-forgotten Christmas tree lot. He'd only intended to find them and reassure himself they were doing all right. He hadn't planned on facing them. At least, that's what he told himself. Now, he felt sort of foolish just standing there.

At that moment, the boy spotted him watching them. At first he looked questioningly at Jake, then his face brightened with recognition. Jake whirled on his heel and took rapid strides to his bike.

"Mister. Hey, mister, wait up. I know you," Michael called as he trotted after Jake.

Jake faced him. "You must be mistaken, kid. I'm not from around here."

"No, but you were here before. Three years ago. I saw you that morning, Christmas morning. You left the presents and the tree on our porch. I saw you sitting on your bike, down the street, so did mom. You're kind of hard to miss, ya know. We tried to find you that day, to thank you, but you'd already left."

Jake was at a loss for words. Slowly, he spoke up. "It wasn't that big of a deal. I was just trying to do what I could. Glad to see you're OK. I gotta go," he said, jumping on his Knuckle. He'd been in such a hurry that he hadn't noticed the woman come up behind her son and move him aside.

Jake looked at her, icy gray fingers of clouds reaching out from the setting sun, framing the two of them. She smiled and said, "Santa Claus returns," as she encircled him with her arms. Her perfume drifted up to him and he unconsciously straightened up, not having felt the warmth of a woman's body against his for a long time.

She stepped back next to her son and the little girl ran up to join them. "Mommy, who's that?"

As she patted the girl on the head, she replied, "He's Santa's helper."

"Is he coming to our house?"

Looking back at Jake, she said, "I guess that's up to him. But I think that's a great idea for Christmas Eve. You run and get in the sidecar and ..." she turned back to Jake. "I don't even know your name."

"Jake."

"Mine's Kristen." She turned to the girl, "Hurry now. Jake is coming to our house for Christmas Eve."

She didn't give him time to protest, as he watched her walk to her bike. The boy climbed on the back and they took off with Jake following closely. They pulled into the drive of a modest white ranch house with an attached garage. He parked his scooter next to hers and went inside. The difference between this home and her previous residence were as night and day. The Christmas tree surrounded by colorful packages stood to the left of the door. A fireplace stood at the far end of the room, the mantel hung with colorful stockings.

"You kids get ready for bed now. Jake, make yourself comfortable while I start a fire. Our home is yours."

She shook off her jacket and stripped off her chaps. This was not how he re-

'I saw you that morning, Christmas morning. You left the presents and the tree on our porch. I saw you sitting on your bike, down the street.'

membered her. A hard life and the ragged cloth coat she had worn when they first met had previously hidden the beautiful woman before him now.

He tried not to stare at her as she arranged the kindling in the fireplace. There, on the mantel, was the photo of her late husband that he had seen her clutching to her and crying over on that long-ago Christmas Eve. He was embarrassed at the memory of his spying.

She dusted her hands on her jeans and walked to the kitchen. "I've got a pot of coffee ready to go. I usually add a little something extra after a cold ride. Brandy OK?" She switched on the radio to some Christmas music.

He nodded. He still couldn't believe he was sitting here. "Things seem to be going OK for you now ... better." He hoped he didn't sound as awkward as he felt.

"I found a job at the hospital and finally got things straightened out with my husband's insurance. It wasn't long till I missed riding so much that I had to buy myself the little gift out in the garage."

She crossed to the sofa where he sat before the now-blazing fire and handed him his coffee. "I decided I had to pick up my life even if I didn't feel like it, for Michael and Sarah's sake. They had lost their father; they couldn't lose their mother too."

They sat side by side, lost in their thoughts and the flames of the fire for a while. Then she talked about the kids, getting the house, and other parts of her life.

After a while, Sarah and Michael ran into the living room in their pajamas. Sarah jumped on the couch between them. Her Winnie the Pooh nightgown was red plaid and matched her slippers. Kristen put her arm around the girl and kissed her head. "Time for bed, or Santa will never get here," she said, winking at Michael who had long since outgrown such things.

Sarah ran to her room and Michael stood in front of Jake. He looked about to burst from a jumble of thoughts. "I just want to say thanks from all of us and I hope you're not leaving soon."

Jake was at a loss for a reply and held his hand out to shake the boy's. The child grabbed him in a unexpected hug and quickly ran out of the room.

Sarah peeked around the corner. "Mommy, look outside quick. It's snowing!" she exclaimed and scampered away.

Kristen went to the picture window and drew back the curtains. They both watched the thick flakes adding to the layer of snow already on the ground. She switched off the lamp, leaving only the lights on the Christmas tree and the blazing fire to light the room. Returning to the couch, she placed her mug of coffee on the end table. Moving closer to Jake, she clasped his hand and said, "Three years ago, you gave us all a gift more precious than the wrapped ones you left. You gave us hope. You were the spark that started the change in our lives. Please stay at least through tomorrow so that we can give you a Christmas worth carrying in your heart wherever you go from now on."

He knew he couldn't travel until the snow let up. As he thought about this, her soft hands caressed Jake's face. She covered his mouth with her soft lips and he returned the kiss hungrily.

Large, lazy snowflakes swirled outside the window as the couple laid on the rug in front of the fire, their arms wrapped around one another, lips pressed together. The radio began to play, *I'll Be Home for Christmas* and Jake wondered if, at last, perhaps he was.

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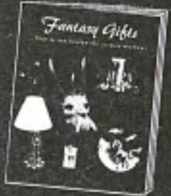

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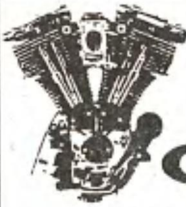

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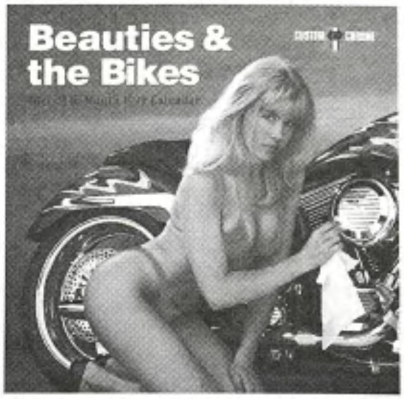

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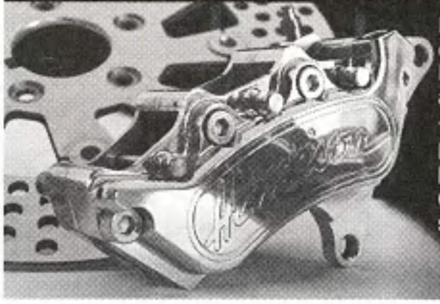

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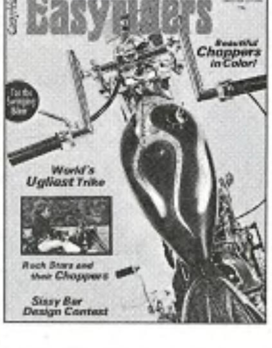

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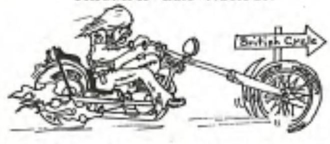

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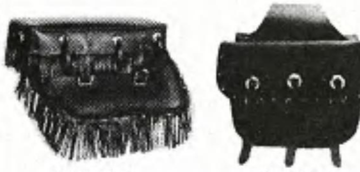

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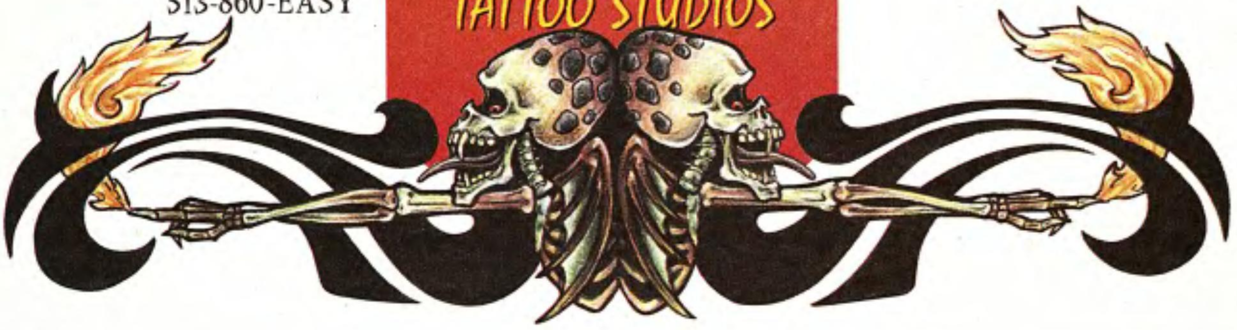

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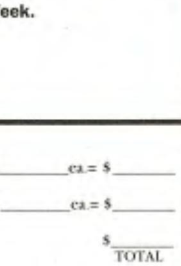

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Exhausting

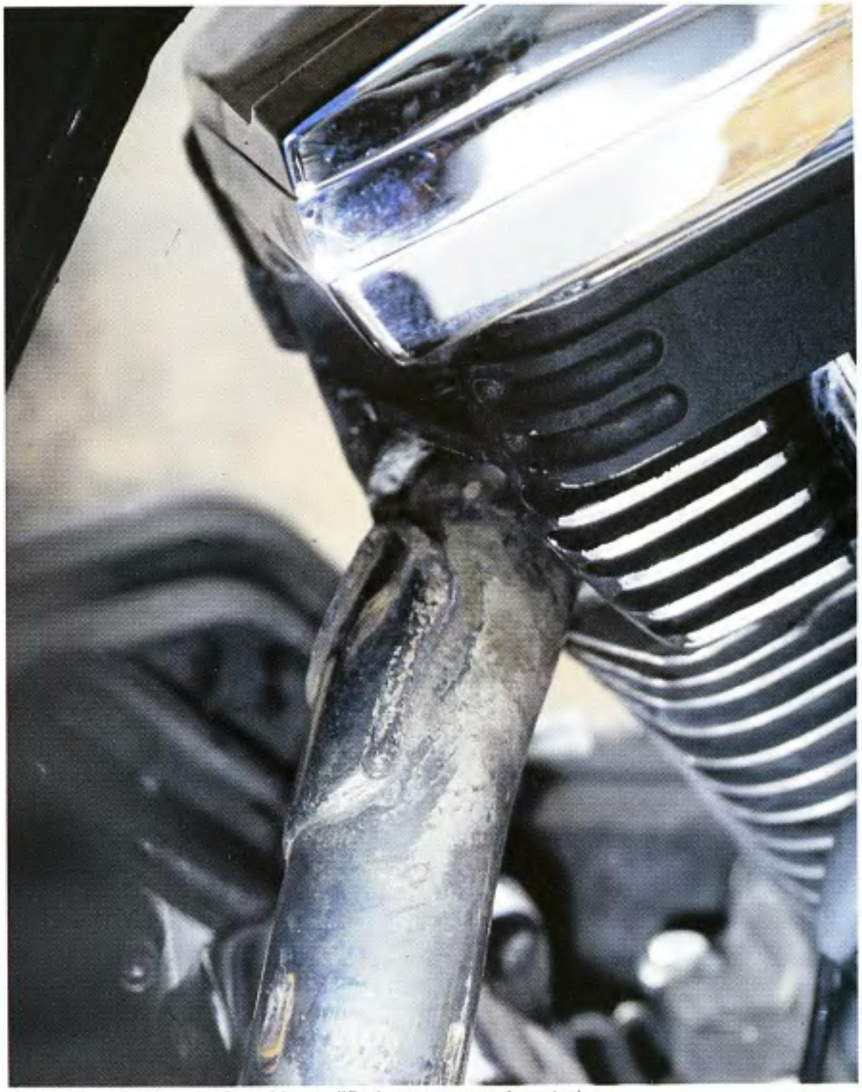
With all the gear I haul around with me, I am forced to ride a dresser. Ya gotta have the right tools to do the job—that's what they're made for anyway. As the title of this column implies, I'm gonna talk about exhaust systems, primarily bagger pipes.

When I first started riding Harleys (we are talking back in the Dark Ages), my first bike was a '57 FL Pan, and it only had one exhaust pipe with one huge muffler. The rear pipe dumped into the straight pipe that hooked on behind the S pipe. Remember them? Anyway, I chopped it and tried a slew of different exhaust systems. OK, so much for history.

I think 2-into-1 systems work damn good. I don't see the need for that crossover and extra pipe on the left side of the bike. I suppose an argument could be made that since it's the rear cylinder, it doesn't receive as much air going over the fin area. But I've had problems with stock pipes being pulled apart near the area where the left pipe comes into play, so I just eliminate it entirely. The factory has beefed up that area with more meat since I've been doing Rip's Run, (see *Biker* magazine) but there's an awful lot of weight hanging off that side. The pipes are rubbermounted so they move whenever the engine is fired up. I personally think the stock configuration is just there for a balanced look. More than anything else, folks are used to seeing it.

What I do is cut off and weld a patch over it. It's gonna be covered for the most part by the heat shield anyway, so if it's done right, you can't even tell. It also gets some welding on the inside of the brace that the stock setup sports. Then if I use the stock muffler, it gets a treatment where you can see daylight through from one end to the other. I've got a pointed stake that does a very fine job in that department. Since I really like horsepower and need lots of torque on Sugar Pai, I used a Supertrapp muffler with beaucoup discs. She's tuned for the carb, just the way I like it. That's running in the 80 mph-plus range all day and all night. I'm running something similar on Honey, my current "road decker," like our Canadian brethren like to call them.

If you're using a stock carb, bump it up one jet size on the low speed and don't forget to adjust the idle mixture screw. It may be hiding under a small plug, depending on what kind of induction system you have on your putt.



Right side of rear cylinder with modified crossover exhaust pipe.

Left side of rear cylinder with modified crossover exhaust pipe.

Photos: Rip

That's the scoop for this time, hope it helps you get down the road. As always, ride easy. —*Rip*

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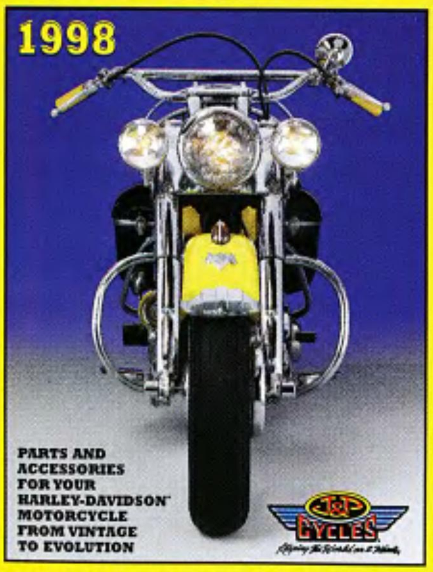

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TechTips

The Street Stalker Cometh
New Softail Look From The Factory

The upbeat comment that's running around the back rooms of bike shops is that Harley is coming around and throwing coals onto the competitive fires. They're developing new accessory packages, lowering kits, wide tire kits (see next issue) and now complete sheet metal kits. Although the majority of the components that comprise this mean-streets look are not metal but ABS plastic, it's a sheet metal turnabout.

The look is together, mean, and light with bobbed fenders, a sidemount license plate bracket, air dam, slick nacelle, and smooth tank panel, which makes the tanks flow into the frame and conceals the gap at the front of the fatbobs. The tank panel and rear fender are the highlights of this unit.

This comes as a complete kit including new gas tanks, seat, fender struts, and turn signals. These kits are available painted, or you can purchase them primered and have your local creative genius go crazy on it. We did just that with ours, having Ken Morris of Hot Rods and Hogs paint it black (to match the existing frame) with Hamster gold, traditional scallops, and red pinstriping—a simple but super clean treatment from the early days of bob jobs.

The kit comes complete with eight pages of detailed instructions from the factory, although they would prefer that you work with your local dealer. We asked Bartels' Harley-Davidson to give us a hand. In addition to the Street Stalker kit, we enhanced its blackness with a milk crate full of black powdercoated components including the stock lower legs, brake pedal and brackets, shifter brackets, horn cover, coil cover, spoked wheels, and the front wheel hubcap. Couple these units with the Stalker kit, a blacked-out engine and trans, and this bad boy turned into something scary in the night in short order, and without a lot of cash.

I won't go into all the details of installation for two reasons: First, the kit's straightforward and comes with very

Black powdercoated components including CCE risers and Dewey's performance air cleaner.

Street Stalker air dam from H-D.

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specific directions. Second, the factory has included absolutely everything you need to install this package: spacers, brackets, hardware, clamps, and fasteners. The complete kit will run you $2,495 painted; $1,300 primered.

I spoke to Dave Rivera at Bartels' about the overall completeness of the kit and ease of installation. "The kit is complete and the directions cover every aspect precisely," he said. "Be careful with the rear fender strut covers not to pinch any wires. The instrument lights are fragile and somewhat difficult

Sidemount license plate bracket.

This shows the cowling, front fender tanks, and air dam in place.

The big chunks, fenders, and tanks painted by Kenny Morris.

to remove from the old dash and reinstall into the new one. The headlight gasket and lining up the headlight can be tricky. Dave stopped and scratched his jet-black mustache. "That was my first installation. I suppose my only question is about the license plate bracket. It seemed to swivel both ways and I looked around for a bracket to lock it down."

In the final analysis, we determined that the factory built the bracket to pivot in the event you kick it or back your bike into a light pole. Good thinking, like the mirrors

Photos: Markus Cuff

Top shows contoured seat, bottom depicts dash and tank in place.

on today's cars. It may also reduce the vibration to the bracket.

As you can see, once installed, the kit took an ordinary Fat Boy and turned it into an asphalt-eating animal, capable of carrying a mad man to Sturgis, South Dakota. That's where it had its Street Stalking acid test. We'll let you know how it fared. Next issue check the all new Softail Wide Tire kit from Harley, which allows you to install a 150 Dunlop that comes as part of the kit.

—Wrench

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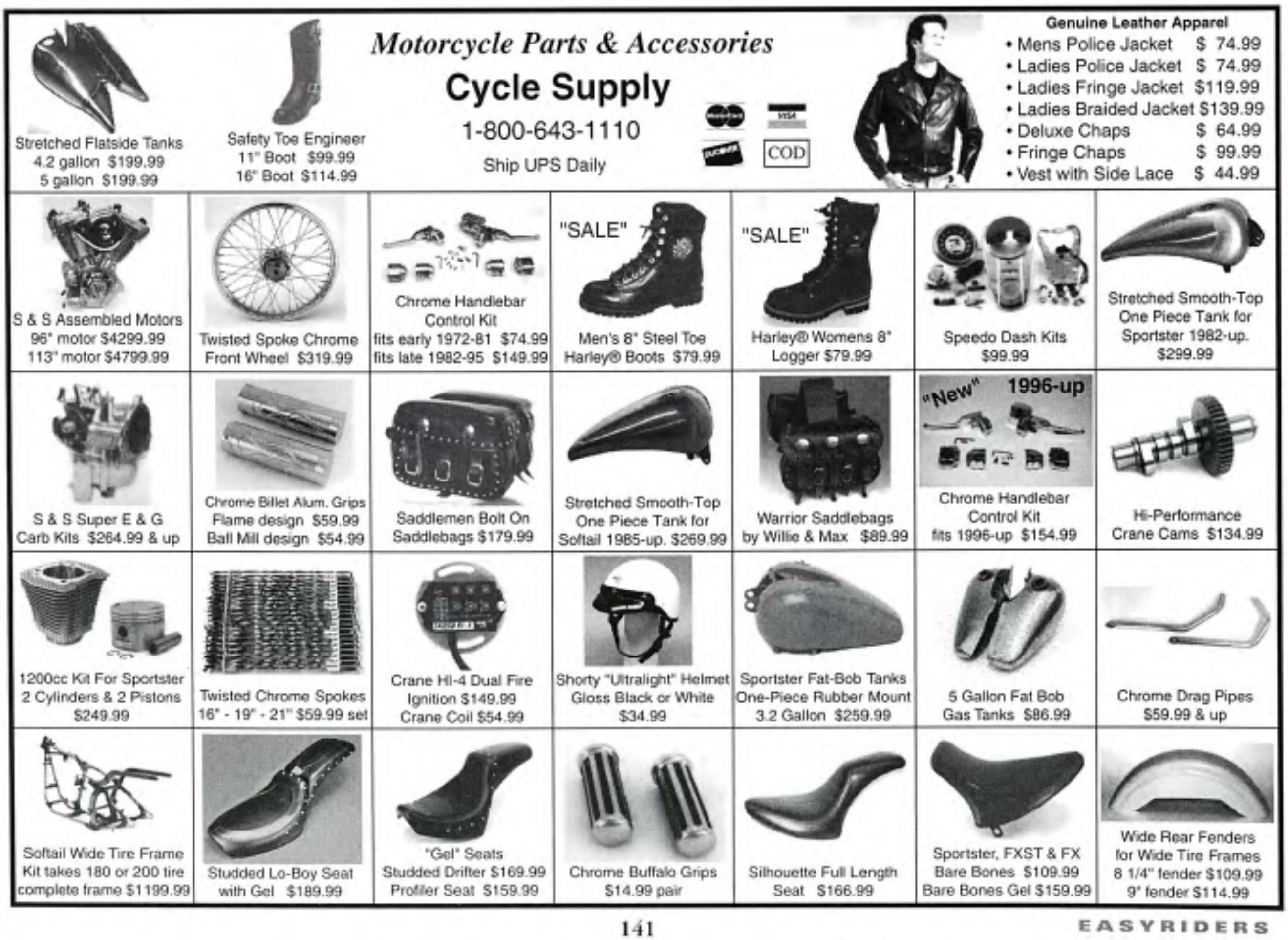

TechTips

The Case Of The Busted Cases
Fast Company's Early Evo Case Repair

If you own an early model Harley Evo, from 1984 to 1991, this Tech Tip could save you a bunch of money and some severe headaches! This problem can occur with late model Shovelheads as well. Those who wrench on early Evo big twins say that there are basically two kinds of people who own these bikes, the ones who have had this problem, and those who will in the future.

This particular gremlin lives in your aluminum cases. Inside the left case you will find a pressed-in insert that is made of steel. With time and wear, this steel cast-in bearing holder becomes loose and allows oil to leak into the primary drive, since the crankcase is under pressure. The result is that your engine has less and less oil up top, and by the time your Harley oil light comes on, it's too →

Master machinist Dave Terry sizes things up on the precision drill saw.

Dear Bros Club,

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't be better. On day two we rolled into the desert. I was out in front, feeling the heat off the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my Bros Club card and made a call. I didn't know what to expect, but the Bros Club rep hit me with a good attitude and told me to hang, 'cuz someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King on for the trip to Easyriders of Fresno. The petcock was replaced and within two hours I was back on the road.

It's great to call a service that doesn't give you a hard time about being a biker.

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Snarlin' Jack

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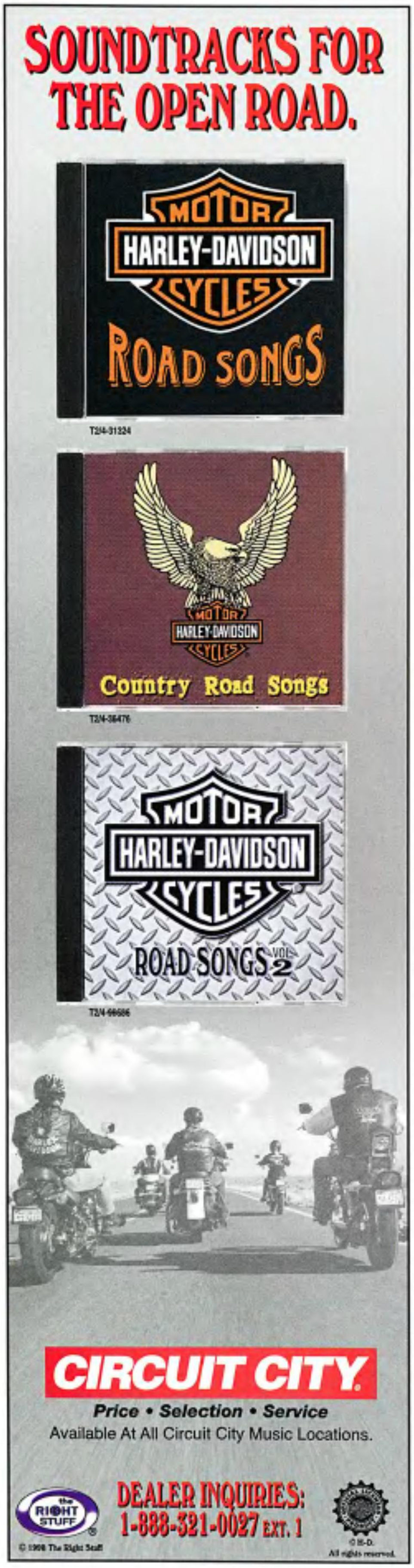

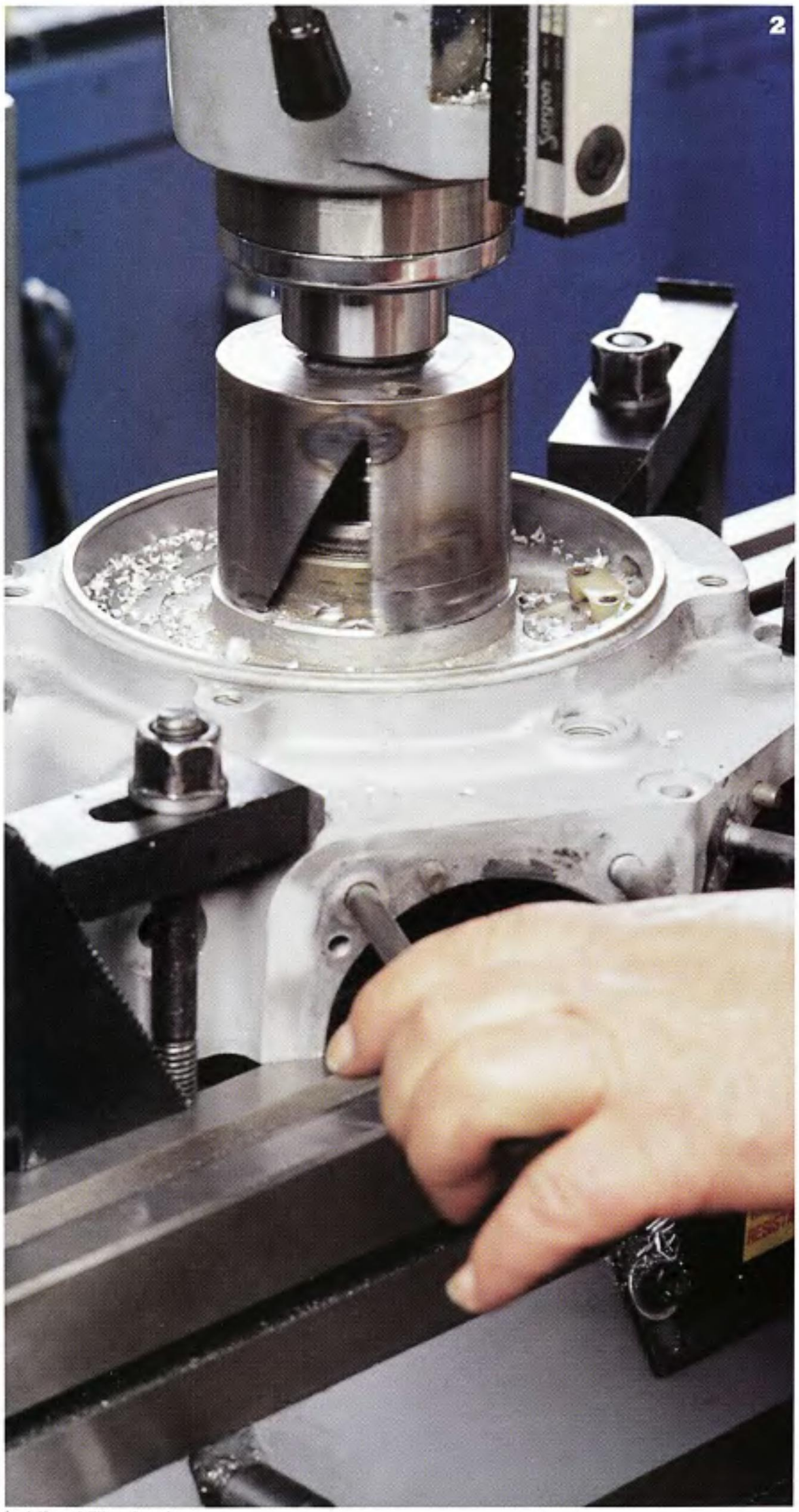

Let the drilling begin.

damned late! Even if you don't seize the engine, you could still be talkin' major repairs. Right now, before you read on, go out and check the oil level in your primary drive. The easiest indicator that you have this gremlin is if there's too much fluid accumulating in the primary.

This problem was serious enough that Harley-Davidson changed the case design in late 1991. Until recently, there were only two things you could do about this problem. If you were the original owner of the bike in question, Harley might still warranty the problem and give you a new

Another gremlin bites the dust.

set of cases. But if you happened to be the second or third owner of the bike, the only answer was to drop about a grand and buy a new set of aftermarket cases.

Luckily, the innovators at Seattle's premier go-fast shop, Fast Company, have come to the rescue with a foolproof cure. We asked Fast Company's machining maestro, Dave Terry, to take us through the paces on this fix.

Once the cases are apart, Dave takes the left side case and centers it on a precision hole saw using a centering gauge (photo 1, page 142). He then cuts out →

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Preparing for the aluminum insert.

Machining on the milling machine.

The finished fix made to last.

Photos: Bruce Carroll

the no good, lousy center section with its steel insert (photo 2).

Ah, there's the nasty gremlin! Dave holds the freshly removed section (photo 3). Next, the case is bored out to accept a 6061 billet aluminum insert (photo 4). The billet insert is pre-heated and carefully TIG welded into place. This one won't leak any more!

The case is then mounted on a milling machine, lined up with the centering gauge, and Dave machines the two Timken braces, the center snap ring, and seal (photo 5). This is followed by machining the stator mounting surface and four tapped holes (photo 6).

The finished product is a bulletproof fix that will cost you less than half that of a new set of cases. For more info call the wizards of speed at Fast Company: (425) 828-4130. *—Phantom*

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ReadersRides

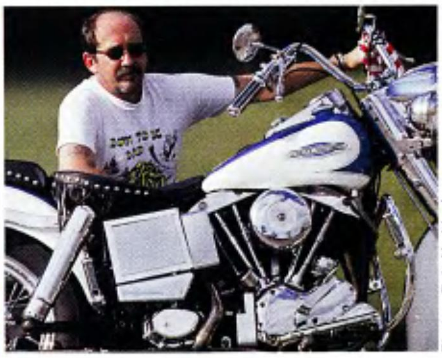
Dale Harbin
Modesto, California
1969 FLH

(Sung to the tune of *Jingle Bells*):

Perfect parts, perfect paint,
Perfect all the way

Oh what I'd give, to build a bike,
And ride it everyday!

There, I did it! I got some Christmas cheer into the story. Now I'm happy ... almost. It seems that all the bros I know pick up girls who are real foxes. The girls I get are more closely related to the weasel family! And all the other guys' bikes look like jewels on wheels, while mine looks like polished mud! Don't get me wrong, my bike runs like a bat out of hell and never breaks down. I'm one good wrench. I just don't seem to have the talent to make it look all pretty and show-worthy.



Photos: Dale Harbin Jr.

Enter Dale Harbin and his '69 Shovel. This is one sweet-lookin' bike. Mostly stock, this 74-incher has just about the same parts as my '69 Shovel, but Dale and Modesto Harley-Davidson have done things to it that transcend the expectations of the most discerning motorcycle enthusiast. That's fancy talk for "fine-lookin' bike—how in the hell did you do it?" Talent helps, I suppose. And lots of hard work. But there is a "gift" involved in making a bike look so nice. I'd make a pact with the devil to have such a gift, but my genius lies elsewhere. It is said that a mediocre mind will recognize no higher intelligence than its own. But a really superior mind will instantly recognize genius in others. I see this bike, and I recognize the skill it took to build it. I applaud you. Now I'm happy. Merry Christmas!

—Trash

ReadersRides

Tammy Benson
Potosi, Missouri
1997 XLH

Tammy is a young lady who loves to ride. She always wanted to ride her own bike, but her ol' man's scoot, a Heritage named "Betty," after Betty Boop, was just too much for her 5-foot-1, 120-pound self to hold up. So she bought this bike and called it "Baby Betty."

With a little coaxing from Tammy, her husband, Jeff, made a lot of changes to the stock XLH. Tammy says, "It's amazing what a man can do with a grinder and a welder,

Photos: Jeff Benson

given the 'right' persuasion." Musta been just right, 'cause he quickly installed FLSTC bars, fenders, head and taillights, an FLH speedo, a Mustang seat from Nostalgia, and a set of Saddleman saddlebags to hide the shocks. Up front, Jeff fitted a set of 2-inch-under FLST forks and a police windshield. White Brothers lowered the frame. Jeff installed a Dynojet and a Screamin' Eagle ignition module and exhaust. He then had Bob Hamby lay on the paint. Highline Plating handled the chrome.

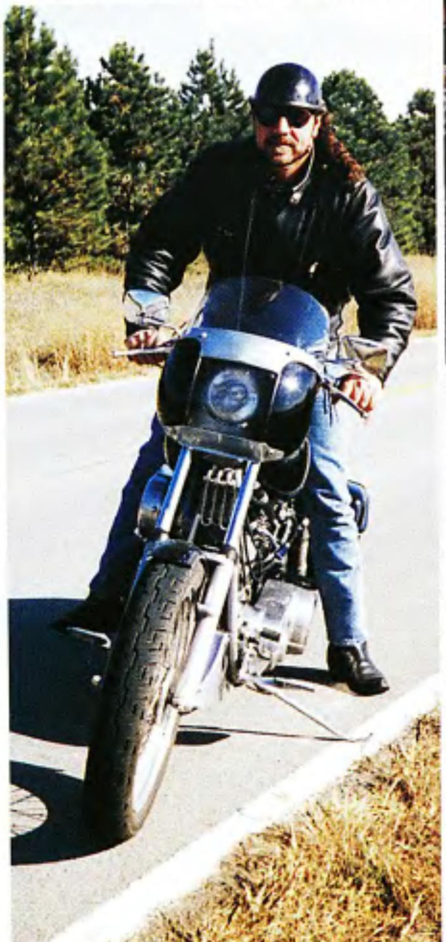
All decked out in fringe and frills, Tammy rides her Sportster almost everywhere (there are some places a bike won't fit). She owns Tammy's Tiny Tots day-care center in Potosi, and the kids just love to see her ride up on her bike. She took first place at a Sportsters-only bike show at T.J.'s bar in Pevley, Missouri. In fact, she did so well with her bike that they asked her to be a judge at the next show. Way to go, Tammy!

"There are a lot of beautiful, winding back roads in Missouri," she says "and I intend to see every one of them from the saddle of my own ride!" *—Trash*

Kent Steele
Lincoln, Nebraska
1972 Shovelhead

His engine has 3,000 horsepower, runs on 12 wheels, he's on it all day, every day, but he never gets out of the yard on it. What is it? A train engine, that's what. Kent is the guy who puts the big train engines where they're needed in the train yard in Lincoln, Nebraska. He doesn't do long hauls on them, so he has plenty of free time to think of new things to make for his bike.

Bought in 1972 with just 900 miles on



Photos: The Photo Shoppe

the clock, this scoot has seen plenty of one-of-a-kind parts fabrication. With a last name of "Steele," Kent wanted to make as many things out of metal as he could. It's a pet project of his, trying to turn the entire world into stainless steel. He avoids chrome as much as possible, 'cause chrome chips, but stainless steel is forever!

Kent rebuilt the motor and tranny and did all kinds of special fabrication on the rest of the bike right in his garage. He made the handlebars, exhaust pipes, dash, shifting linkage, chain guard, and many of the brackets and clamps all out of stainless steel. He used aluminum to make the four-piece kicker arm, muffler (with steel inserts), the front air dam (which also holds the battery), and the derby cover. This is neat: He took the clutch assembly to the department store, found a saucepan that fit it perfectly, then cut and welded it into the outer primary to make everything fit. Take a close look at it. That's good work! You aftermarket parts makers should give him a call.

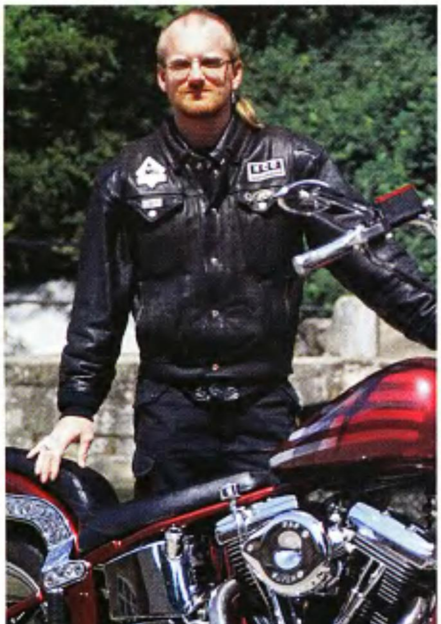
—Trash

ReadersRides

Speed
Derby, England
1995 Special Construction

Although born and bred in Derbyshire, England, Speed has always loved everything American. It took a long time to scrimp and save up the dough to build this Harley, but he decided early on that if he was going to do it, it had to be right.

A cool custom frame came Speed's way, as well as an FLH front end. Starting with a set of ported and polished Evo heads, Speed's motor reads like a "who's who" of first-rate go-fast goodies, from the STD cases to various parts from Axtell and S&S. He came across five-spoke chrome mags, a quick-bob gas tank, and a set of CCI fenders, so with the rolling chassis more or less done, it was time to farm out parts for painting and plating.

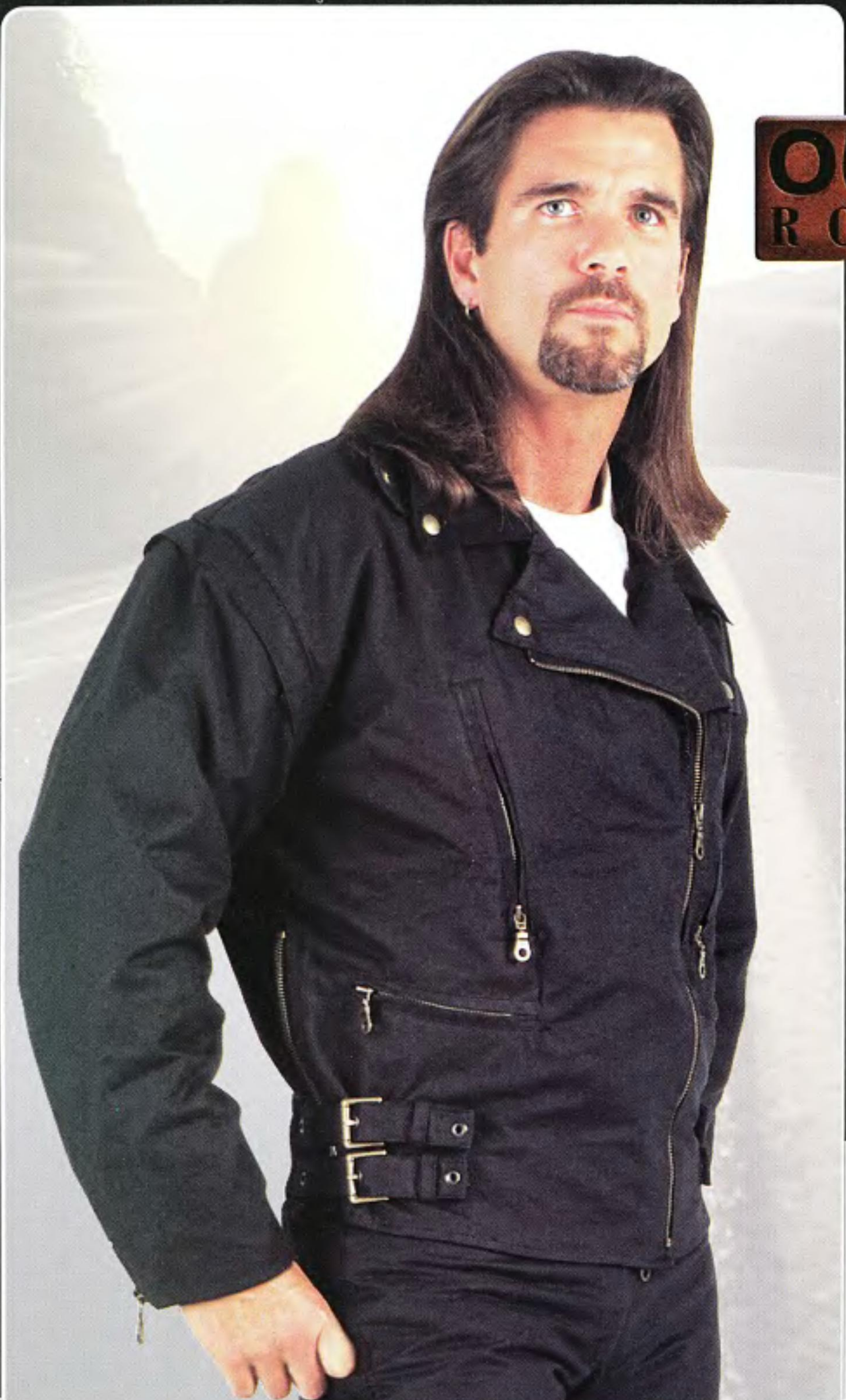


Photos: Steve Kelly

But Speed wanted engraving too, so he called on the talents of ace artist Don Bloxidge. The bike's been on the road everyday for quite some time now, but looks as good today as the day he first started her up. Speed's next dream is to move his ass to the U.S. and further his passion for the road, American-style.

—Steve Kelly

SAY, MR. PERKINS, HOW COME YOU HAVE THIS THICK CARPET IN FRONT OF THE HELMET DISPLAY SHELF?
SO THE HELMETS WON'T GET BUSTED IF SOMEBODY DROPS ONE...
TOMASIK



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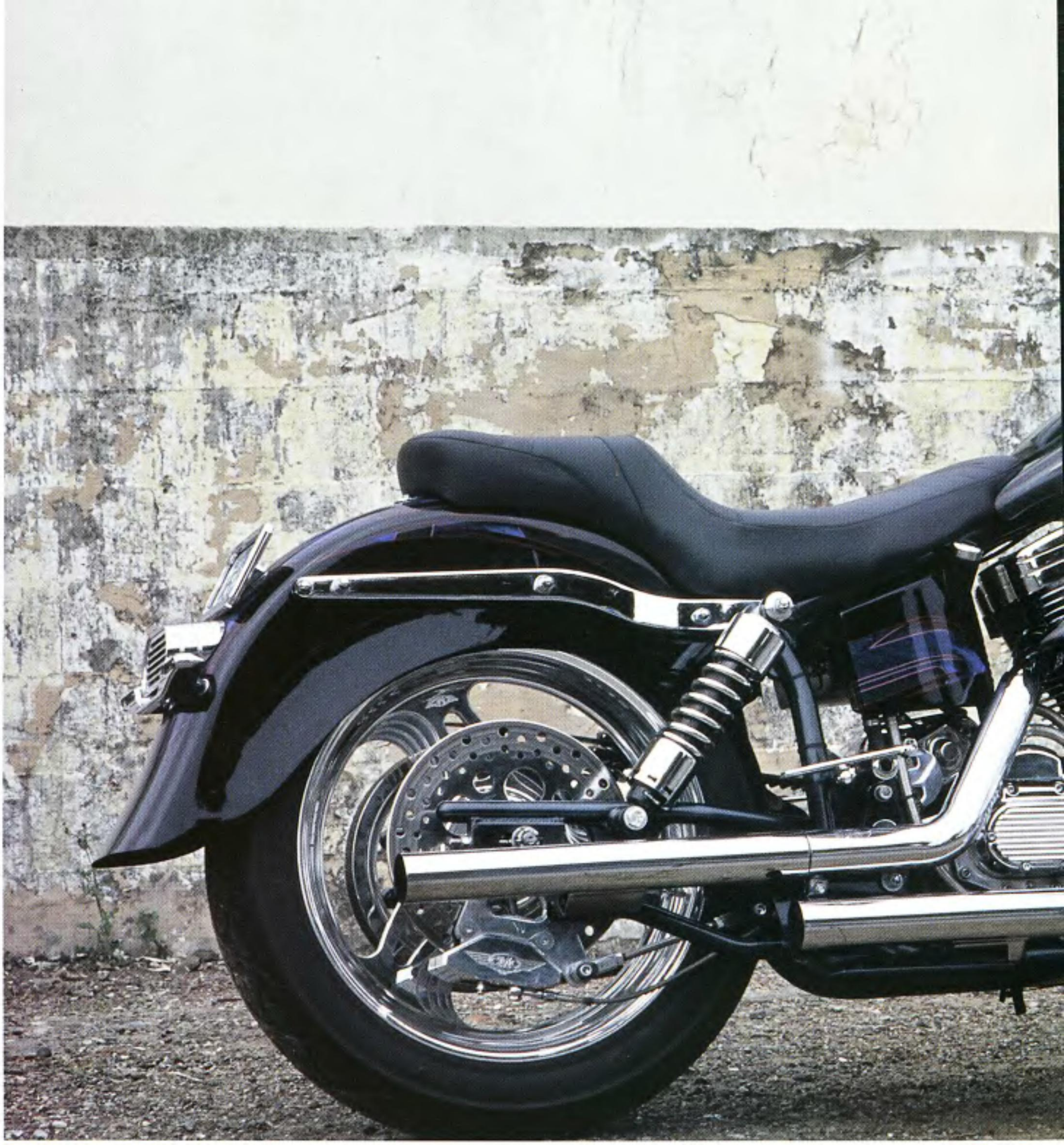
What's that *smell?!* Oh, that's right, we're in Gilroy. For those of you who haven't had the opportunity to travel through this central California town, you don't know that it's the "Garlic Capital of the World." And during the summer ... well, you get the idea.

Gilroy may soon be changing its nickname, though, since it's also the home of California Motorcycle Company (CMC). Rich and Rey Sotelo of CMC produce 15 basic models and they're set to manufacture more than 1,700 bikes in 1999. →



Although all manufacturers claim to build bikes tailored to the rider, CMC builds two models specifically for women. The LaReyna and Susan bikes are built with the same quality components as their other models; however, they are lower, have a shorter wheelbase, and utilize forward controls that aren't *too* forward. This month we take a look at CMC's Street Cruiser model.

The CMC Street Cruiser comes with an 88-inch, in-house assembled, S&S motor with a .502-lift cam, 4.25-inch stroke by 3.625-inch bore, and a 9:1 compression ratio. Throw a Vance and Hines exhaust system on there, and you have yourself a pretty powerful bike. CMC provides their own swingarm, rubbermount frame, with a 30-degree rake and 1-inch stretch. The bike has an overall ground clearance of 5 inches and a seat height of 26 inches. A Delkron/CMC tranny, complete with Andrews close-ratio gearing and a Primo belt drive complete the package.

What makes this bike so special is the fact that it belongs to CMC painter Josh Stokes. The only thing different on this model, as opposed to their production bikes, is the paint work. Skulls and the CMC logo are all over the place, and Josh's artwork is outstanding.

The K&N mini-apes really fit this bike. They allow you to stretch out just enough to still have complete control over the bike. Also standard on this model are the Ness-Tech footboards. On the long hauls, you can change your foot position without losing comfort, which is always a big plus.

We took the bike away from the city and cut it loose. There was a lot more traffic than normal on the backroads. The fact that Gilroy is only minutes from Hollister,

and we were there during the middle of the rally, may have had something to do with it. There were several roads that gave us the opportunity to test the Street Cruiser's cornering capability. Of course, they were nothing like the canyons of SoCal, but winding nonetheless. Several times I scraped the pipes on turns. This had more to do with my inexperience with the roads, than the bike's ground clearance.

The Custom Chrome hand controls are aligned just right with the Hurst grips, so you're not fumbling for them. Overall, the bike performed well. Keep in mind that this bike was set up for someone else, and is not your basic production model. But the differences were so slight, I don't think it would have made much of a difference.

In the August issue of *Easyriders* (#302), we told you about the Evel Knievel series of bikes CMC is putting out. Well, now they are also building some for Evel's son, Robbie. For those of you who ventured to Sturgis this year, ya got to shake hands with Peter Fonda and see the official unveiling of CMC's Captain America and Billy Bikes. (If you missed it, check out *Easyriders* Video #38, which also captures the wild action that went down in the Black Hills.) CMC got the go-ahead from Mr. *Easy Rider*, Peter Fonda, to manufacture these bikes, and they will be production bikes with a "'90s" twist. (More on that next issue.) And keep your eye out for a special CMC/*Easyriders* bike that Rich and Rey are cookin' up to debut on these pages.

For more info on CMC and all of their models, contact California Motorcycle Company at 7560 Railroad St., Gilroy, CA 95020, (408) 847-2221, or visit them on the Web: www.cal-mocycle.com.

—Oil Can

Owner: California Motorcycle Company (CMC)/Josh Stokes
City: Gilroy, California

General

Fabrication: CMC
Year/make: 1998 CMC
Model: Street Cruiser RM
Value: $24,000
Assembly: CMC
Time: 8 weeks
Chroming: New Age Chrome

Engine

Year/model: 1998 CMC/S&S Super Stock
Builder: CMC
Ignition: Compu-Fire
Displacement: 88 cubic inches
Lower end: S&S
Balancing: S&S/CMC
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: .502
Lifters: hydraulic
Carb(s): S&S
Air cleaner: S&S
Pipes: Vance and Hines

Transmission

Year: 1998 Delkron/CMC
Modifications: Andrews close ratio
Primary drive: Primo 48-tooth belt
Trans sprocket: 32-tooth
Wheel sprocket: 65-tooth

Paint

Molding: Bitchin' Bob
Painter: Josh Stokes
Color/type: Cobalt Blue/House of Kolor
Special paint: candy murals

Frame

Year/type: 1998 rubbermount
Builder: CMC
Rake: 30-degree
Stretch: 1-inch
Seat height: 26 inches
Ground clearance: 5 inches
Other alterations: CMC swingarm

Accessories

Bars: K&N
Risers: Drag Specialties
Handlebar controls: Custom Chrome
Fender(s): Milwaukee Iron
Headlight: Custom Chrome
Taillight: Ness
Speedo: Drag

Dash: Thunderheart Performance
Footboards: Ness-Tech
Rear pegs: Thunderheart Performance
Foot controls: Thunderheart Perf.
Gas tank: stretched NEMPCO
Oil tank: CMC
Oil system: S&S
Primary cover: Drag
Seat: Corbin
Sissybar: Rocky's/CMC
Mirrors: CCI
Grips: Hurst

Forks

Type: Thunderheart Perf./CMC
Builder: CMC
Special features: FL headlight housing

Wheels

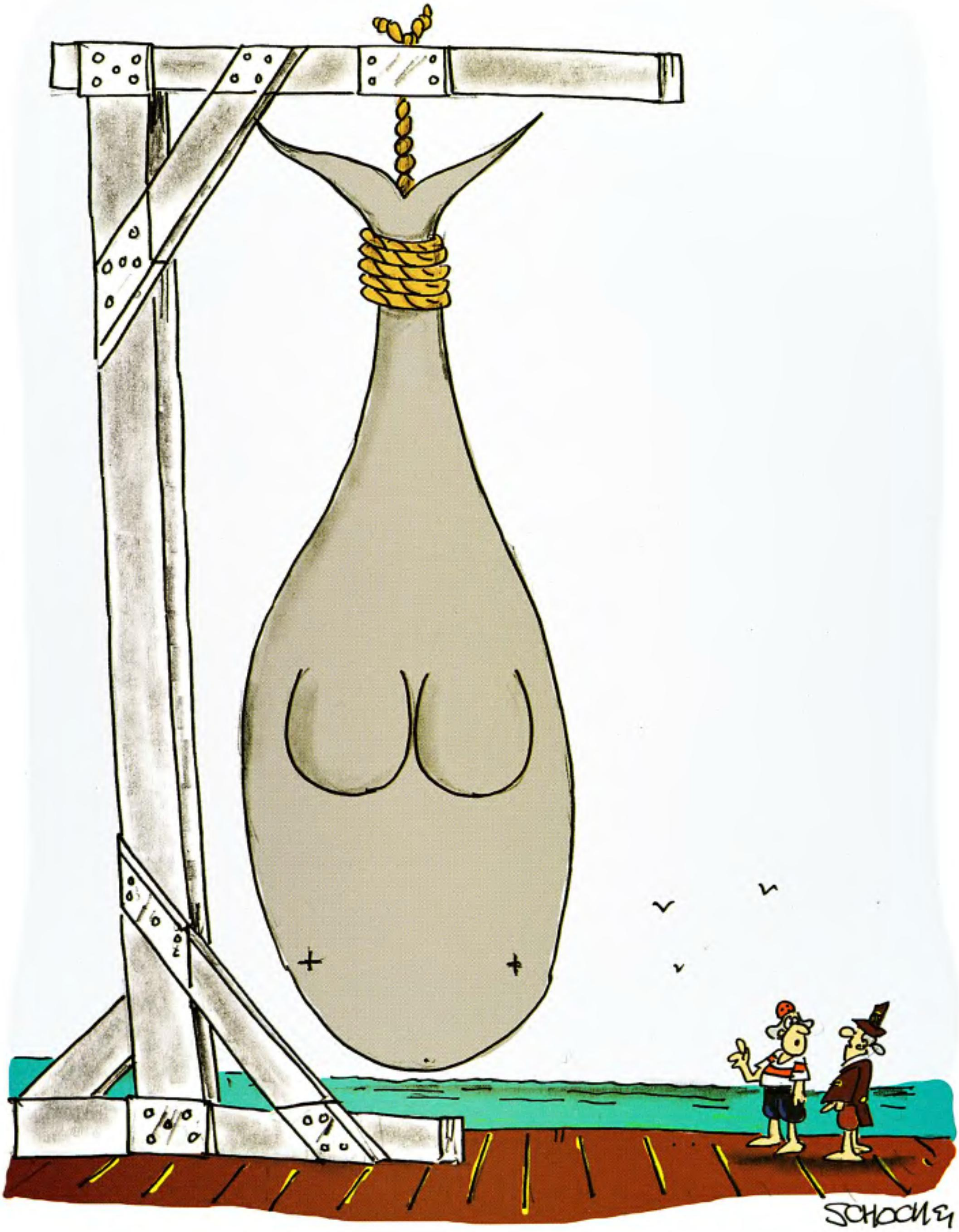
Front

Type: CMC mag
Size: 18-inch
Rim width: 5 inches
Tire: Avon
Brake: Thunderheart Performance

Rear

Type: CMC mag
Size: 18-inch
Rim width: 5.5 inches
Tire: Avon
Brake: Thunderheart Performance

Photos: Markus Cuff



"What you caught is Moby Dixie!"

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ComingAtYa

The January issue of *Easyriders* will bring in the new year with a blast of straight pipes and a rebel yell! We'll bring you all the wild west action of the run to Durango. The 30th anniversary of the movie *Easy Rider* will start off with a few words from Peter Fonda, then we'll whisk you off to Reno's infamous Street Vibrations event, and also offer a complete guide to aftermarket brakes. Check out a look at Victory motorcycles at the Polaris plant, find out what sexy Sheilas really mean as we reveal the true meaning of Bar Talk, and get ready to wrench as we explore Harley's new wide tire kit. All this, plus a whole new year's worth of killer custom bikes and rapturous women. *Easyriders* is for those who dare to hear the road calling.

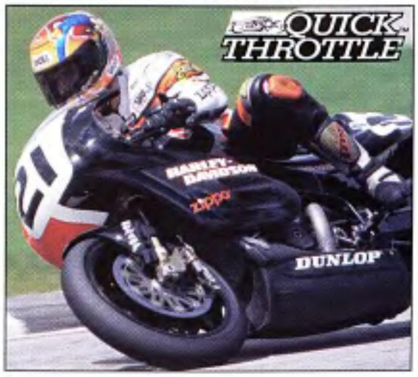
On sale December 1

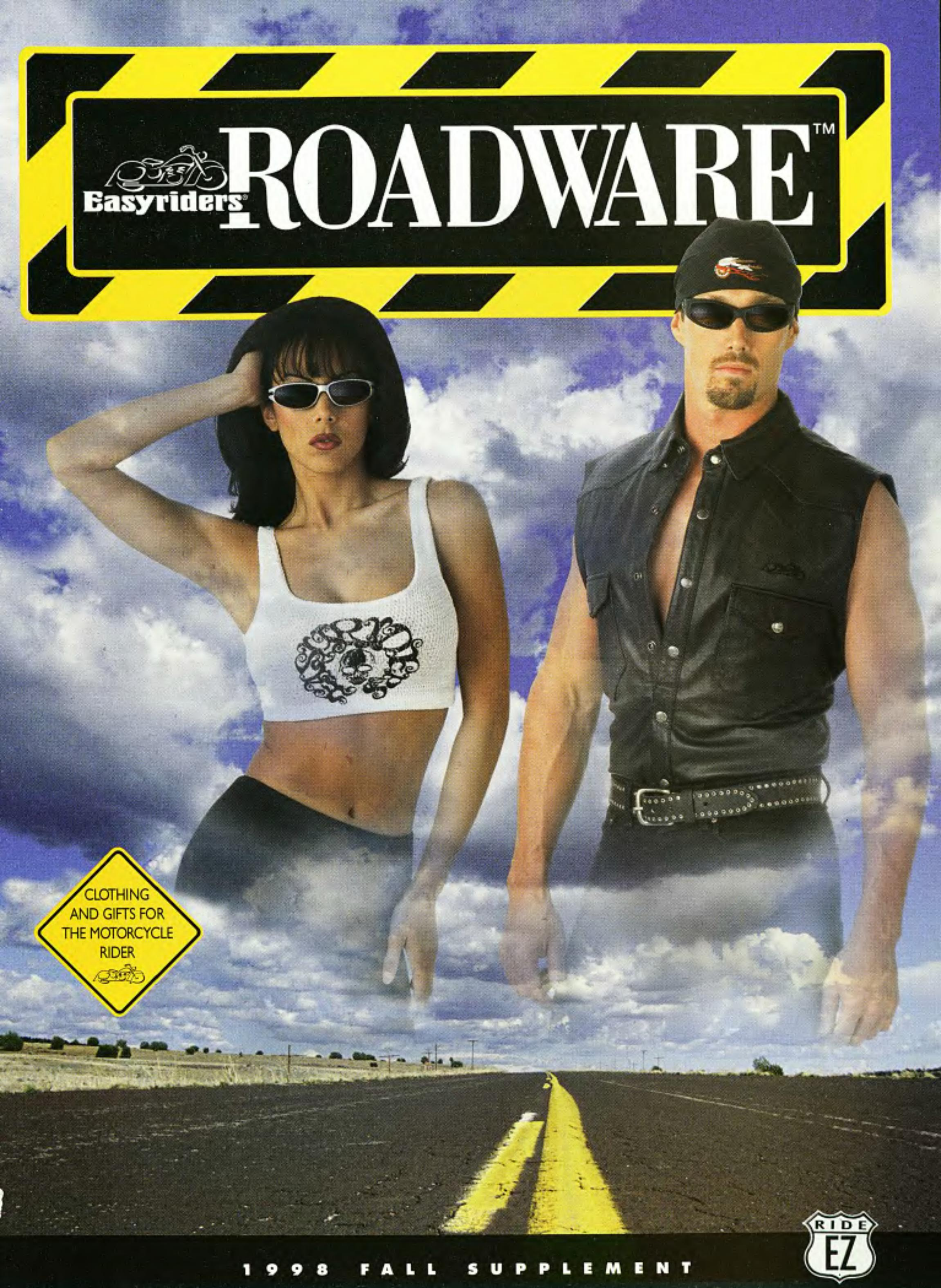
Ho, ho, ho ... it's breasts and bikes aplenty when ya unwrap December's *Biker*, the rag for those who reside on the underbelly of society—and love every minute of it. *On sale November 3*

If you're a rider who appreciates life's luxuries, like high-class customs, rare antiques, fine cigars, motorcycle art, and the best places to hang out, then check out the December issue of *VQ*. *On sale now*

In addition to more shots of scooter folk enjoying the lifestyle than any other mag, January's *In The Wind* is packed with pics from H-D's 95th and Laconia's 75th. Look for your mug in the pages. *On sale now*

Need all tech all the time? We've got it for ya in January with product evaluations, a tool corner, Yost power tube install, Rivera clutch upgrade, LED taillights, bikes, races, a road test, and more. *On sale now*




Easyriders
ROADWARE™
CLOTHING AND GIFTS FOR THE MOTORCYCLE RIDER
RIDE EZ
1998 FALL SUPPLEMENT

OUTBACK ROADWARE

THE OUTBACK ROADWARE LINE FROM *EASYRIDERS* FEATURES 100% COTTON, IMPREGNATED WITH A SPECIAL AUSTRALIAN OIL/WAX COMPOUND FOR ADDED STRENGTH AND ALL-WEATHER RIDABILITY.

WIND AND WATER RESISTANT

•

LIGHTWEIGHT, COMPACT AND EASY TO TOTE

•

YEAR-ROUND RIDING PROTECTION

•

OFFERS MORE DURABILITY THAN DENIM

•

YKK ZIPPERS WITH LEATHER PULLS

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A. OUTBACK ROADWARE DUSTER

This Australian inspired duster features cotton-lined sleeves with velcro cuffs, deep flap pockets, leg straps and back to front leg snaps (that effectively control wind flap), plus an internal drawstring at waist, an antique brass zipper, *Easyriders* snaps, a removable cape, reinforced elbows, a double storm flap and a David Mann Ghostrider print lining. With all these custom features, this duster is made to ride.

4175 Sizes SM, MD, LG, XL, XXL **$199.00**

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- Internal drawstring at waist for a snug fit
- A large inside pocket
- Leg straps
- Back to front leg snaps that effectively control wind flap while riding

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- Velcro collar for added neck protection

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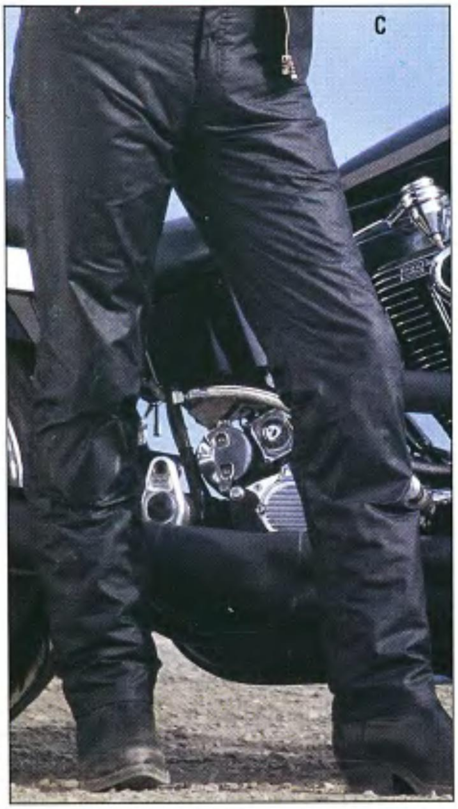
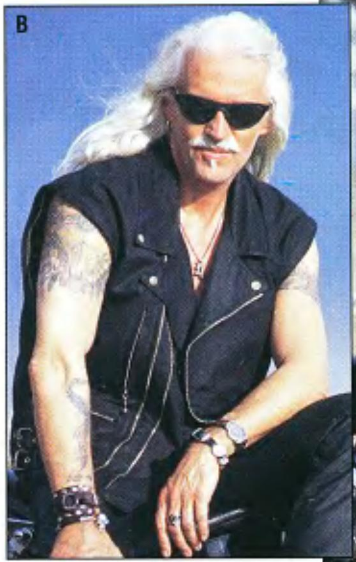
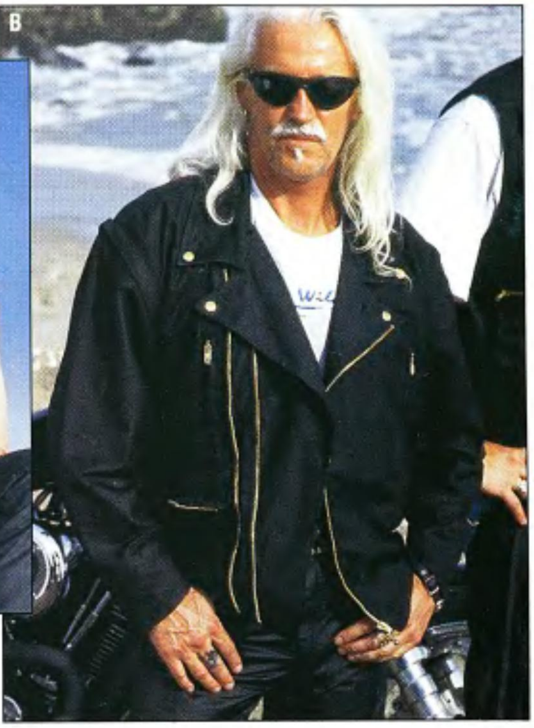
- Velcro sleeves for easy adjustment







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B. OUTBACK ROADWARE DUAL ZIP JACKET/VEST

Get the features of our extremely popular leather Dual-Zip Jacket combined with our special oil/wax cotton construction. The result is a versatile jacket at a great price. Change from a jacket to a vest in a flip of the zipper. The dual zipper feature allows for a snug fit with or without layering. Features large pockets, adjustable side buckles and a David Mann Ghostrider print lining.

4165 Sizes MD, LG, XL, XXL **$199.00**

C. OUTBACK ROADWARE JEANS

Fully lined, these jeans have the added protection of the oil/wax compound construction. The classic jeans styling makes this a great complement to the Outback duster, jacket or vest.

7135 Waist 32, 34, 36, 38, 40 **$99.00**

D. OUTBACK ROADWARE TOURING VEST

Increase your weather protection and storage capacity. An abundance of gear-carrying pockets (seven in front, one inside and a large flapped pocket in the back) make this touring accessory a worthwhile investment. Also features a David Mann Ghostrider print lining and leather zipper pull.

4145 Sizes MD, LG, XL, XXL **$99.00**

E. OUTBACK ROADWARE CHAPS

Traditional American biker design with the all-weather protection of oil/wax construction, these chaps feature zip-up sides, snap bottoms and a front pocket.

6130 Sizes MD, LG, XL, XXL **$149.00**

A. DUAL ZIP JACKET/VEST

This leather jacket is all about versatility. The zip-off sleeves transform the jacket into a vest in no time. Two rows of front zippers allow for an all-weather snug fit with or without layering. Other features include four zipper front pockets, an inside pocket, full quilted lining, built-in kidney support and versatile zipper-and-buckle side adjustments.

4160 Sizes MD, LG, XL, XX, XXX **$359.00**

B. CRUISER VEST

If you've got the arms, we've got the vest to do you justice. This is a great way to show off those tattoos, too. Made of 100% black leather, two outside pockets are for your hands, and two more have snaps to carry the essentials. All are packaged in the heft and look of heavy duty black leather with buckle adjustments. Classic sleeveless cool comfort can be yours!

5175 Sizes MD, LG, XL, XX, XXX **$109.00**

C. BASIC BIKER JACKET

No fashion frills, just all the thrills of a classic biker design. This rough riding leather jacket features three front pockets plus one inside, a snap down collar to stop all that flapping around, lace-up side adjustments for the personal fit, and padded back support to keep your riding easy on the body.

4181 Sizes MD, LG, XL, XX, XXX **$219.00**

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D. BIKER BOMBER JACKET

Whether you're climbing into a B-24 or onto a V-Twin, you'll hit your target with this classic leather jacket from *Easyriders* Roadware. Packed with stylish ammo like four outside pockets and one inside, a snap down collar, zipper front, belt-side adjustments, and a pleated back, this bomber explodes with features.
4186 Sizes MD, LG, XL, XX, XXX **$199.00**

E. SNAP FRONT VEST

We could say this vest is a snap for a free wheeling fashion statement. It also features two packable pockets and a back belt adjustment to cinch in all the good looks.
5165 Sizes MD, LG, XL, XX, XXX **$109.00**

F. WESTERN VEST

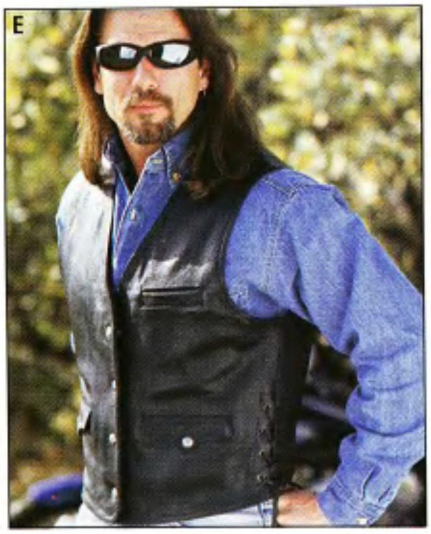
Cowboy cool. No sleeves, bells or whistles, just the tough good looks of the wild west with this *Easyriders* Western Leather Vest. Braided-style lace-up sides makes it a cinch for a perfect fit, while a zip-up front and dual slash pockets keep everything out of the wind while you're in it.
5180 Sizes MD, LG, XL, XX, XXX **$109.00**

G. FOUR POCKET VEST

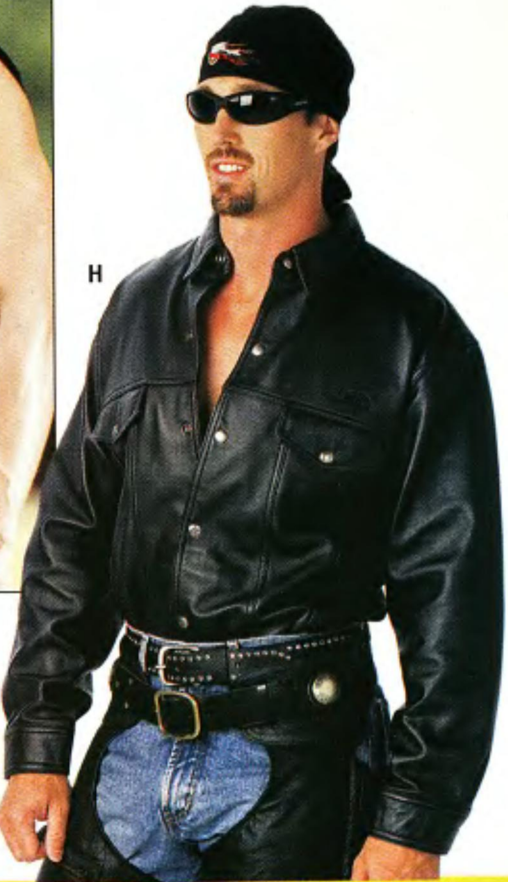
This supple vest comes in fully-lined, dry-milled black leather. Three zippered pockets, plus a change pouch, give you plenty of storage space, while the built-in kidney panel and adjustable lace-up sides allow a comfortable fit.
5170 Sizes MD, LG, XL, XX, XXX **$99.00**

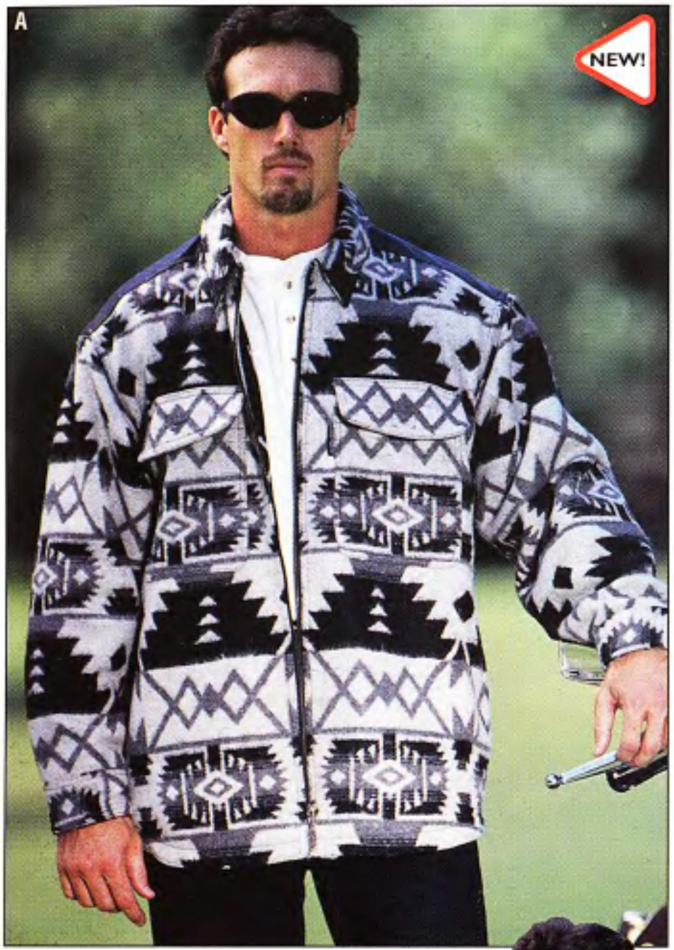
H. LEATHER SHIRT

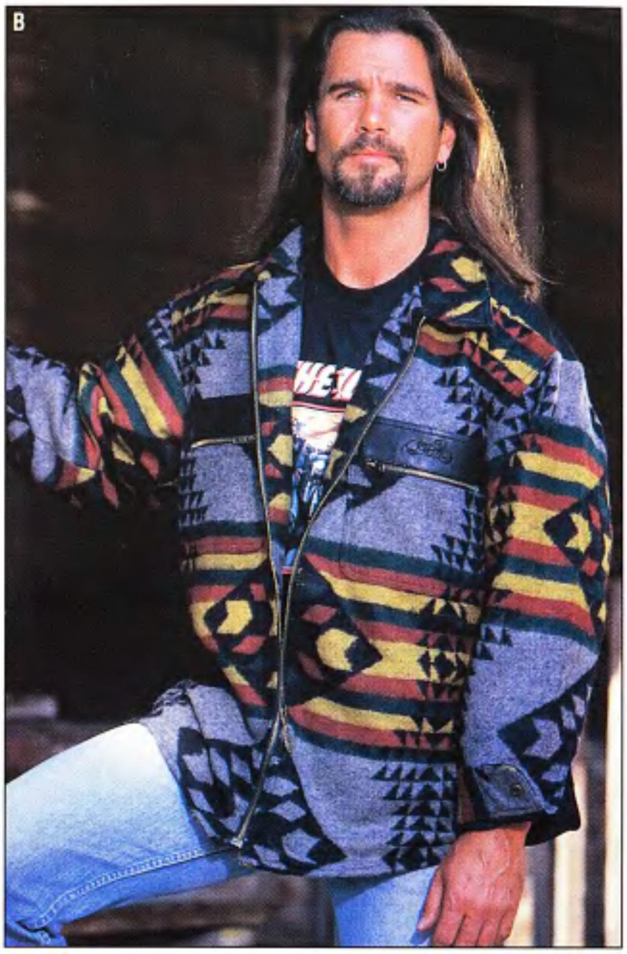
For those of us who can't live without leather, we offer this fully-lined Napa leather shirt. It feels as comfortable as a second skin and is as soft as a baby's behind. With features like the two snap-closure front pockets and a snap down collar, you can't beat it.
3310 Sizes MD, LG, XL, XX, XXX **$179.00**



H. SLEEVELESS LEATHER SHIRT
Shown on front cover.
3320 Sizes MD, LG, XL, XX, XXX **$159.00**







A. SOUTHWESTERN WOOL ZIP JACKET

The *Easyriders* Southwest Wool Jacket is fashioned from cool, comfortable 100% wool. This jacket has caught on like wildfire, and is just as hot looking. Features include a zip-up front, four outside pockets, full lining and a snap down collar.
3331 Sizes SM, MD, LG, XL, XX, XXX **$64.95**

B. INDIAN JACKET

Our fully lined, wool shirt doubles as a light jacket for chilly evenings. Features two front zipper pockets, the *Easyriders* bike logo and black leather trim.
3335 Sizes SM, MD, LG, XL, XX **$59.00**

C. SOUTHWEST WOOL VEST

100% wool and cool! These traditional Southwest design vests feature two outside pockets, an inside pocket and a zip front. For rugged good looks and extra durability, we've added real leather accents.
3325 Sizes SM, MD, LG, XL, XX, XXX **$55.00**

D. INDIAN VEST

Enjoy the same great design as our Indian wool jacket in a cool, comfortable vest. Features a quilted lining, back and front yoke, *Easyriders* snaps, front and back zipper pockets with leather trim, and adjustable side tabs.
3355 Sizes SM, MD, LG, XL, XX
$44.95

NEW!

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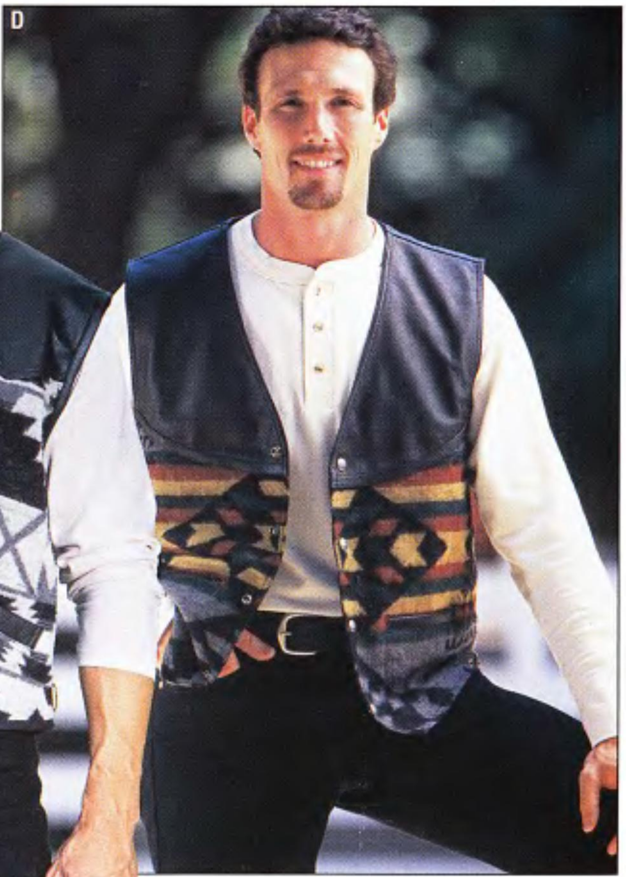

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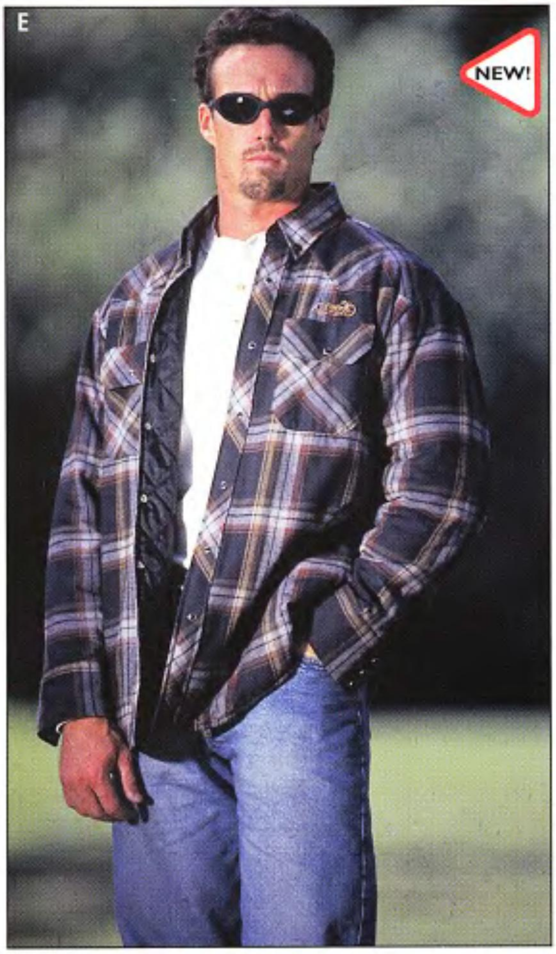

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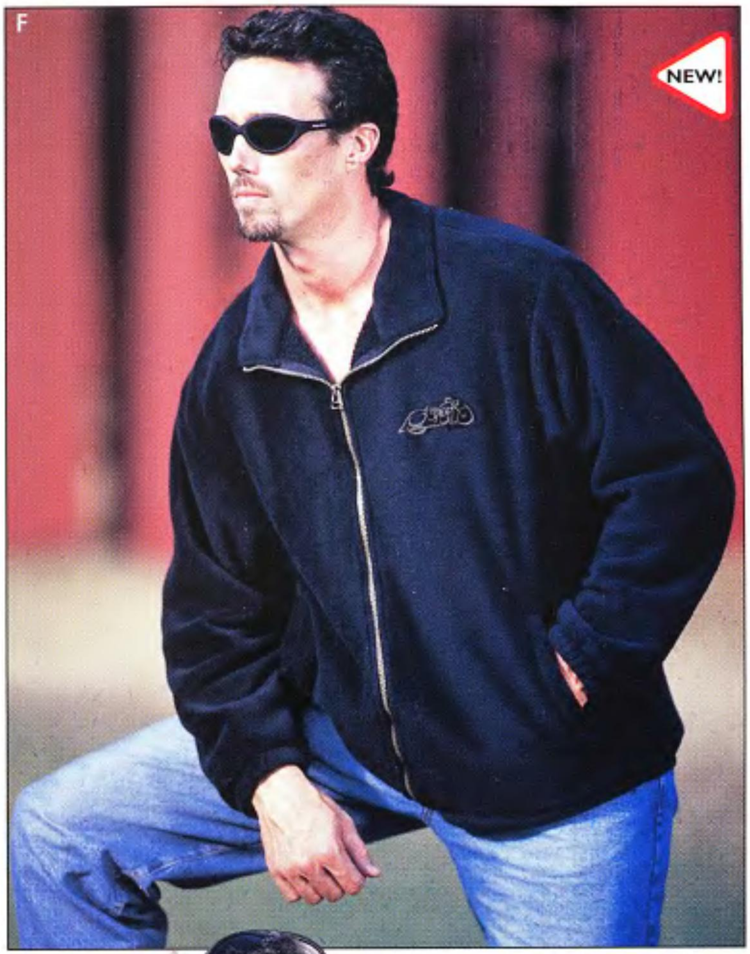

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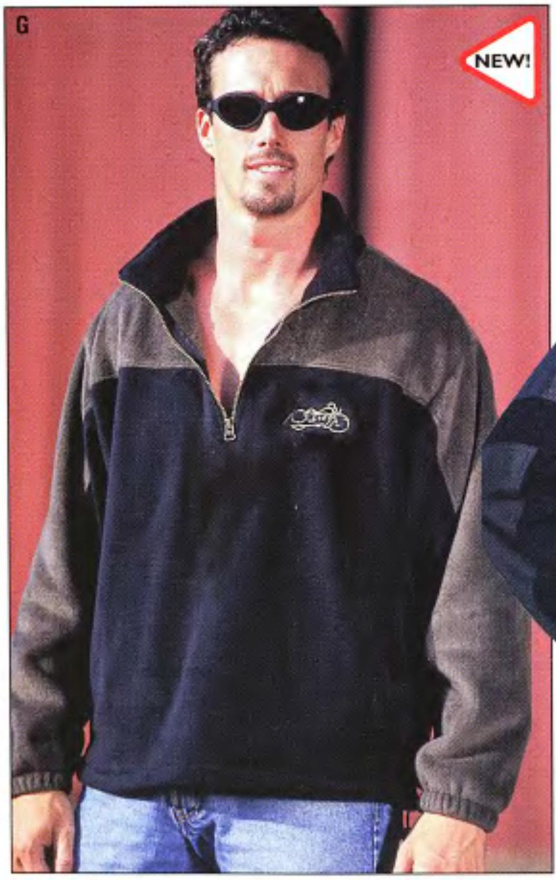

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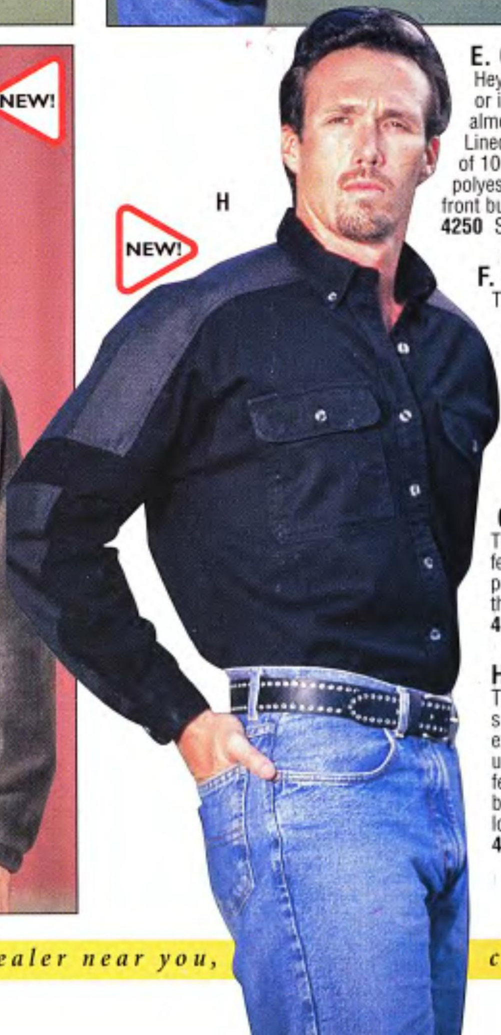

E. QUILTED LINED SHIRT

Hey, did you ever feel like staying in bed or in your sleeping bag? Well now you can, almost, thanks to *Easyriders'* new Quilted Lined Shirt. Fashioned from an outer shell of 100% cotton, the inside features 100% polyester fill. Snap-down collar and snap front buttons keep you secure.
4250 Sizes MD, LG, XL, XX, XXX **$69.00**

F. SHERPA FLEECE JACKET

The new Sherpa Fleece Jacket from *Easyriders'* has the feel of velour-like cotton, and the inside feels like a soft cottony bath towel. Features include two outside pockets, drawstring bottom and an *Easyriders* embroidered bike logo. Easy wash and wear, too.
4200 Sizes MD, LG, XL, XX, XXX **$109.00**

G. SHERPA FLEECE PULLOVER

This soft and comfortable fleece pullover features the Easyriders bike logo, two front pockets and a bottom drawstring for keeping the heat in and the wind out.
4205 Sizes MD, LG, XL, XX, XXX **$109.00**

H. DENIM AND CORDURA SHIRT

The look and feel of cotton duck with the superior performance of nylon. It's extremely durable, abrasion resistant and unaffected by rot and mildew. It also features two front pockets with buttons, a button down collar and our *Easyriders* bike logo embroidered on the left chest.
4255 Sizes MD, LG, XL, XX, XXX **$79.00**

A. DRESS SHIRTS
There's a time in every biker's life when he needs to dress up, and this pleated shirt will help him do it in biker style. Features embroidered bike logos on the placket, and it's available in black or white.
Black, **9157** Sizes MD, LG, XL, XX **$34.95**
White, **9156** Sizes MD, LG, XL, XX **$34.95**

B. LONG SLEEVE THERMAL HENLEY
In biker black, this long-sleeved *Easyriders* Men's Thermal Henley has got you covered in style, comfort and wearability. Fashioned from a 14 oz. heavyweight 100% cotton jersey, the design features a thermal cuff and collar. Henley never looked better or kept you warmer.
3736 Sizes MD, LG, XL, XX **$44.95**

C. TWO-TONE LONG SLEEVE HENLEY
Our latest take on the Henley shirt features black and gray two-tone styling and eye-catching gray contrast stitching. 100% cotton.
3505 Sizes MD, LG, XL, XX **$39.95**

D. MOSS GREEN HENLEY
The classic Henley look merges with one of Nature's best known colors for a new fresh twist on the classic Henley look. 100% cotton and made in the U.S.A.
3442 Sizes LG, XL, XX **$29.95**

E. BLACK LONG-SLEEVE TWILL SHIRT
Layer up this winter in one of our heavyweight cotton twills. These feature convenient button-front pockets and an embroidered *Easyriders* bike logo.
7460 Sizes SM, MD, LG, XL, XX **$29.95**

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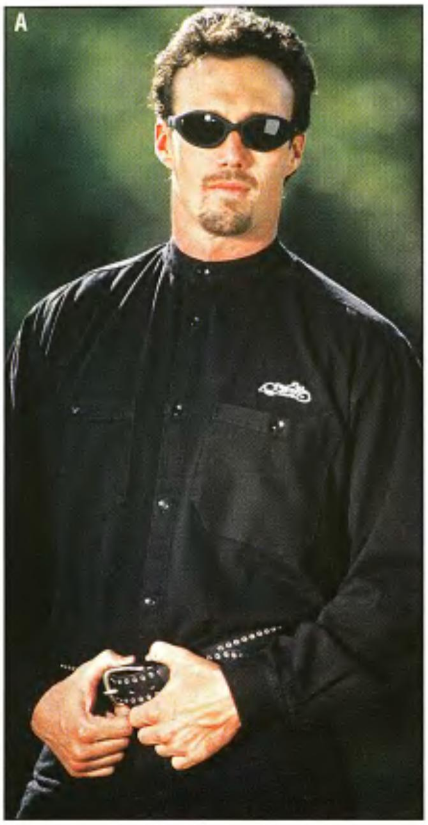

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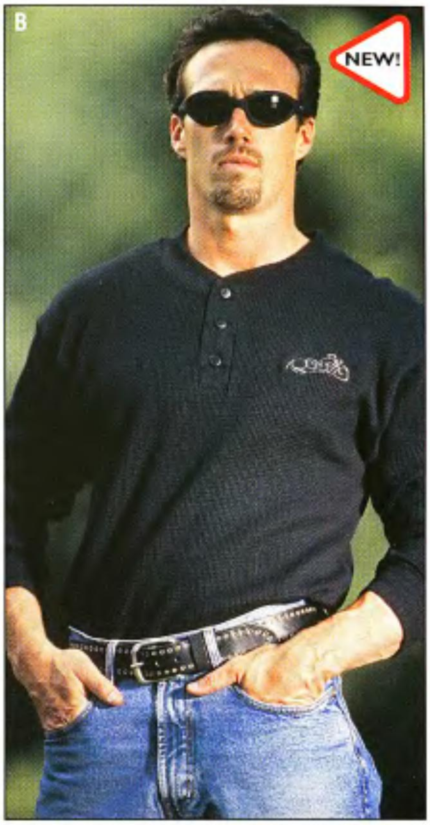

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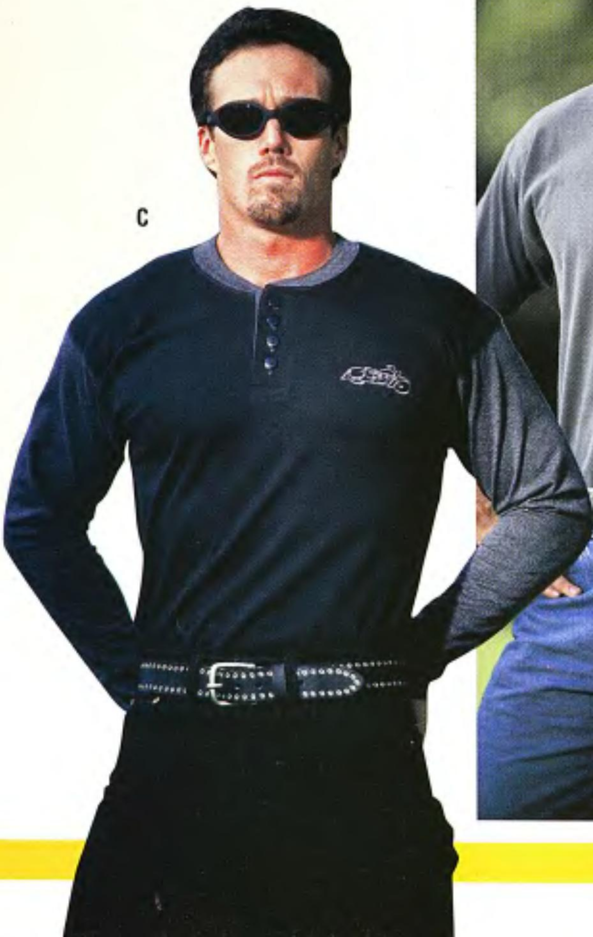

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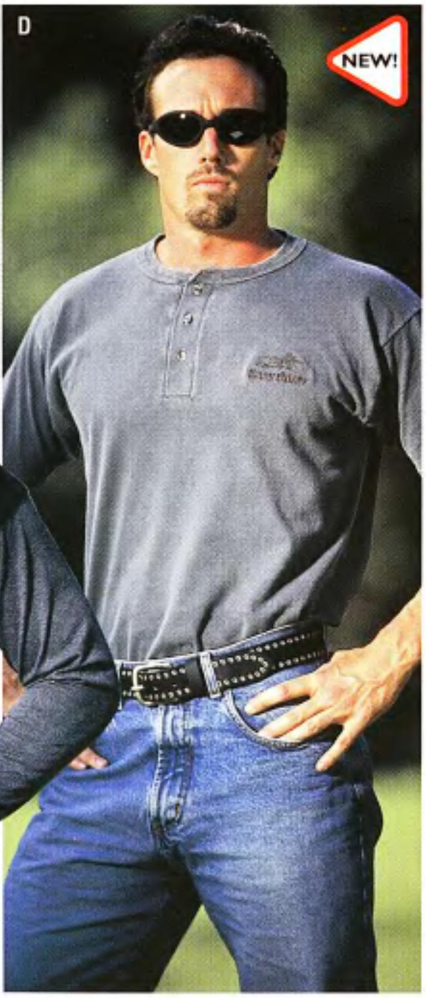

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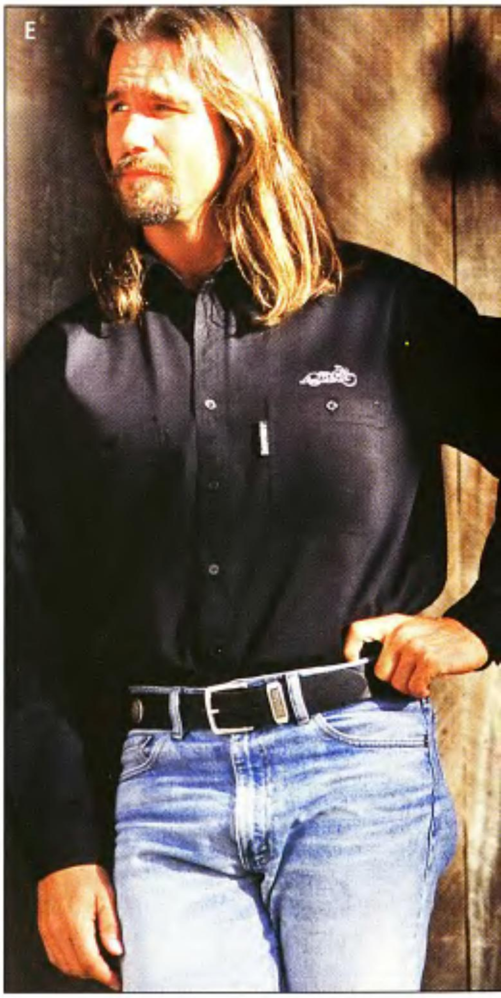


F. BIKE LOGO SWEATSHIRT

There's nothing to sweat when you're wearing the new Bike Logo Sweatshirt from *Easyriders*. Made from comfortable 95% cotton/5% polyester, these long wearing, low maintenance sweatshirts feature sharp 2-color embroidery that sets them off from all the rest. Perfect for jogging, the gym, or just lounging.

3731 Sizes MD, LG, XL, XX **$34.95**

G. BIKE LOGO SWEATPANTS

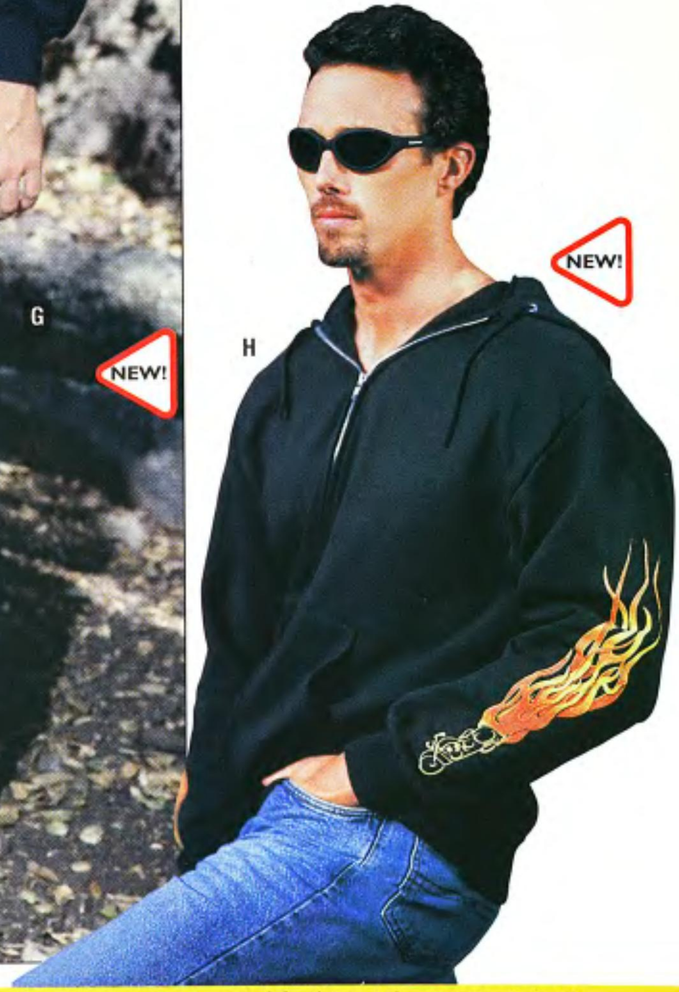
Here's the second half of the *Easyriders* Sweats combo. The Sweatpants feature the same 2-color logo and comfy 95% cotton/5% polyester construction as the *Easyriders* sweatshirt. Match up and lounge down.

3766 Sizes SM, MD, LG, XL **$29.95**

H. BIKE FLAME HOODED ZIP SWEATSHIRT

The Hooded Zip Sweatshirt with Flames has it all sewn up! Constructed from 50% polyester/50% cotton, these always-in-style sweatshirts make a flaming hot fashion statement. Zip up, drop the hood, light the flames, and you're ready to roll.

3716 Sizes MD, LG, XL, XX **$44.95**



A. LIGHTWEIGHT LEATHER JACKET

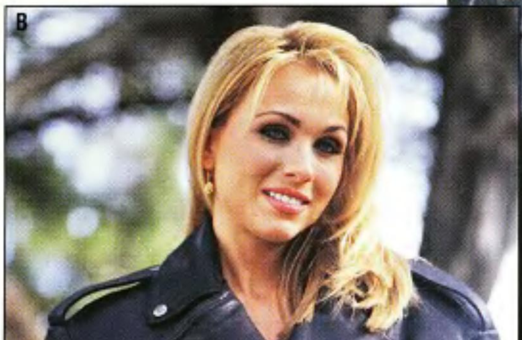
Buckle up in this supple black leather jacket and stop traffic. Looks as good as it feels, and feels as good as it looks. Classic *Easyriders* styling with a feminine flavor prove this is way beyond tasty. Zip it on and stand back. There's nothing light-weight about this lightweight.

4587 Sizes SM, MD, LG, XL **$189.00**

B. BIKER JACKET

There's nothing basic about this jacket except the traditional good looks. Get double duty versatility for all-weather riding with a zip in or zip out lining. Fill up the four outside pockets, adjust the side fit controls, snap down the collar, and you're styling in the fast lane.

4588 Sizes SM, MD, LG, XL **$239.00**



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C. LAMBSKIN LEATHER SHIRTS

Wrap yourself in the soft, sensual luxury of lambskin. Its tapered back, snap down collar and dual front snap pockets add style and practicality.

7200 Sizes SM, MD, LG, XL **$159.00**

D. RAMPAGE LEATHER JEANS

Our satin-lined ladies jeans feature zippered leg closures and an expandable back panel for a comfortable fit. Sizes are listed along with approximate inseam. Pants can be tailored to shorter inseams.

7120 Sizes 5/6 (30"), 7/8 (30"), 9/10 (31"), 11/12 (31"), 13/14 (31"), 15/16 (32")

$209.00

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A. FRINGED VEST

Slip on this flattering fringed vest, and you're the best dressed lady in bikedom. Flatter the figure with leather lace-up side adjustments and a zip up front. Flaunt it with fringe!
5535 Sizes SM, MD, LG, XL **$109.00**

B. LEATHER SHORTS

Long on comfort, style and durability, these sexy shorts feature five pocket convenience, a front snap and a zipper fly.
7515 Sizes SM, MD, LG, XL **$89.00**

C. LEATHER BUCKLE SKIRT AND BUCKLE VEST

Go all the way with a buckle vest to match your buckle skirt. Or wear it solo, and watch out for the metal detectors. This one's got more than a vested interest in style. The oh-so-short leather buckle skirt has got to be one of our hottest items. The supple leather provides serious sizzle. Buckles, buckles, buckles…So many buckles, so little time.
Vest, **5545** Sizes SM, MD, LG, XL **$109.00**
Skirt, **7615** Sizes SM, MD, LG, XL **$109.00**

D. SNAP FRONT VEST

Light yet durable, stylish yet casual, this supple black leather vest adds just the right amount of warmth to any cool occasion. Features include two outside zipper pockets with an adjustable back strap for cinching in a fashionable fit.
5541 Sizes SM, MD, LG, XL, **$89.00**

E. FIVE POCKET SKIRT

Who says you can't take it with you? With five pockets, this supple leather skirt gives you carry-along style and a flattering fit with leather lace sides.
7616 Sizes SM, MD, LG, XL **$99.00**

F. LADIES FRINGE VEST WITH BONE

This hand crafted custom vest has a rich look. Decorated with feathers and bone beading on both front and back, the fully lined vest with *Easyriders* snaps is made of napa goat leather, and it's tailored to fit.
4598 Sizes SM, MD, LG, XL **$129.00**

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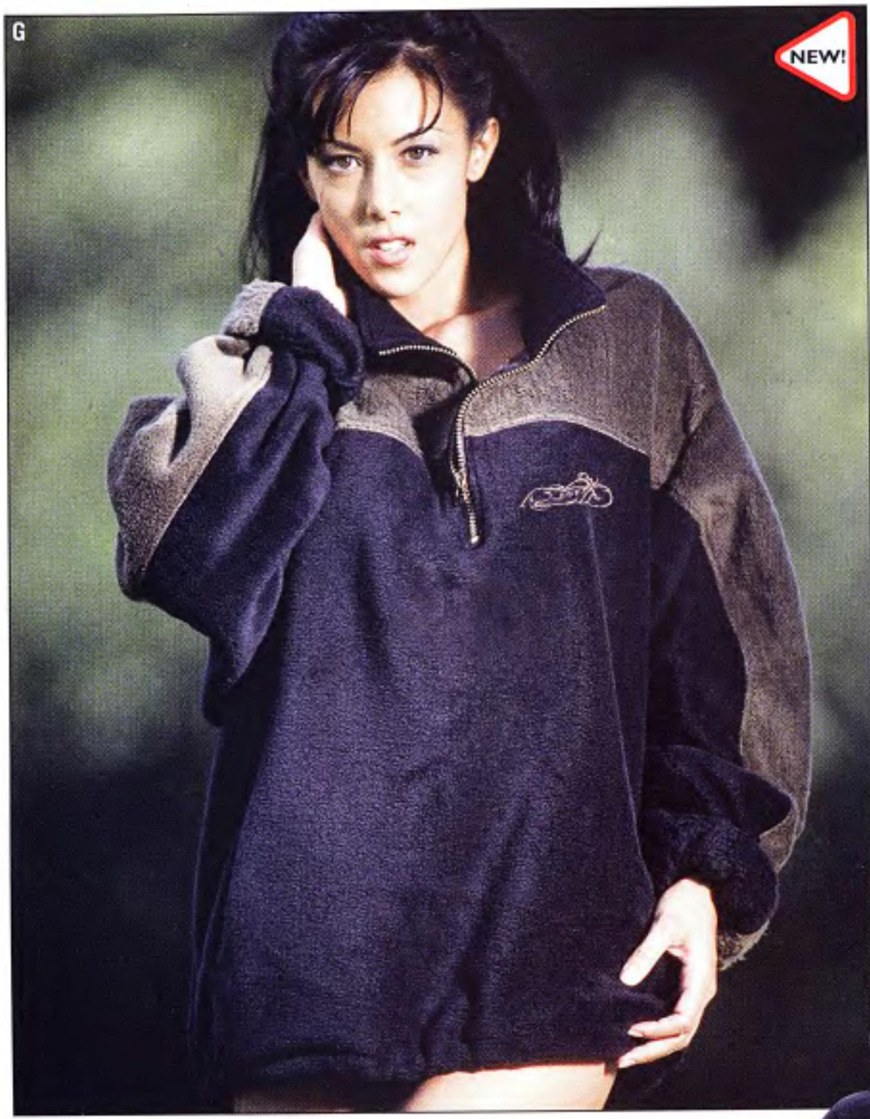

G. SHERPA FLEECE PULLOVER

You're bound to get pulled over by the fashion police who will want to check out this ultra comfy Sherpa Fleece Pullover. Unlike other polar fleeces, the *Easyriders* Sherpa feels like your favorite cotton sweatshirt next to your skin, and it can be worn as an over-garment. Yeah, you'll get twice the fleecy fun! Features two front pockets and a bottom draw string to keep the heat in and the wind out.

4205 Sizes MD, LG, XL, XX, XXX **$109.00**

H. WESTERN DRESS SHIRT

Get back in the saddle with this classic western-style shirt featuring a pleated/tapered back for a snug, flattering fit. In biker black, the shirt sports two front pockets, the distinctive *Easyriders* logo and a lot of cowgirl attitude.

7220 Sizes SM, MD, LG, XL **$29.95**

I. SHERPA FLEECE JACKET

You could climb Mt. Everest, or at least a tall bar stool, with this new Sherpa Fleece Jacket from *Easyriders* new fleece line of fine Roadware. The feel of the outside fabric is velour-like cotton, and the inside feels like a soft cottony bath towel. Features include two outside pockets, a bottom draw string and an Easyriders embroidered bike logo. Easy wash and wear, too.

4200 Sizes MD, LG, XL, XX, XXX **$109.00**

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To place an order or locate a dealer near you, call (800) 247-6246.

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A. BLUE DENIM BUSTIER
Our form-fitting ladies bustier features our *Easyriders* bike logo, a button front closure, a generous cup size, adjustable straps and an elastic panel back.
7175 Sizes SM, MD, LG, XL **$14.95**

B. LACE-UP BUSTIER
What's cooler than a 90% cotton and 10% lycra cool wearing, cool feeling Bustier? One that incorporates special built-in support up front where it counts, This new item from *Easyriders* will definitely draw all kinds of support.
3857 Sizes SM, MD, LG, XL **$29.95**

C. LADIES NIGHT SHIRT
This extra roomy 100% cotton top says "I Only Bed With The Best."
208234 One size fits most **$19.95**

D. HARLEY ROAD HOG
This Harley Road Hog makes a great gift for the little bikers in your life. 11" tall.
321014 **$19.95**

NEW!

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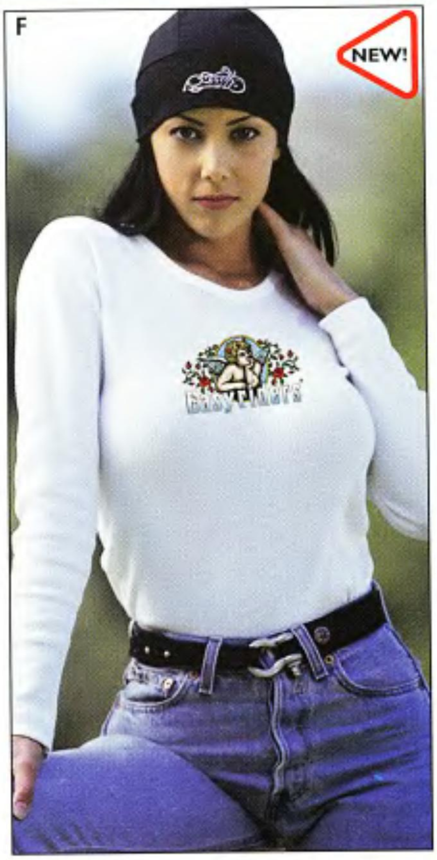


E. LADIES THERMAL HENLEY WITH BIKE

We've got the ladies covered in their own flattering version of the Thermal Henley Shirt, embroidered bike logo and all. Heavy duty 100% cotton Jersey provides long wearing comfort. The thermal collar and cuff details provide all the warm touches.

3776 Sizes SM, MD, LG, XL **$34.95**

F. TEXTURED ANGEL TOP

The long-sleeved sensual good looks of this textured woman's top is highlighted by the silk screened angel logo for a heavenly looking, figure flattering design. The 100% cotton construction makes the shirt feel as good as it looks.

3780 Sizes SM, MD, LG, XL **$24.95**

G. HOOK AND EYE THERMAL WITH BIKE

Just one look, and one feel, and you'll be hooked on this new ladies Hook and Eye Thermal long-sleeve shirt. Though it's cut from 100% cotton heavyweight Jersey, it's light and comfortable when close to your skin.

4010 Sizes SM, MD, LG, XL **$39.95**

H. LADIES TURTLENECK

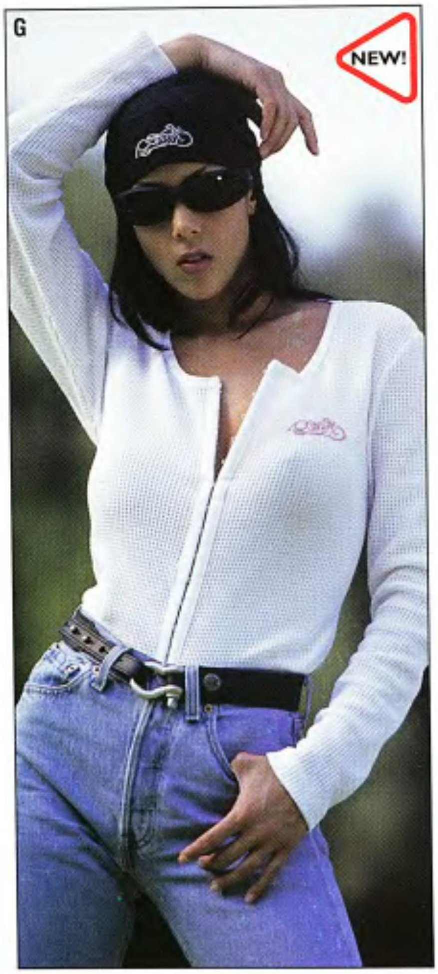
This sexy version of the turtleneck features cut-out shoulders and form-fitting cotton/lycra material, with the *Easyriders* bike logo.

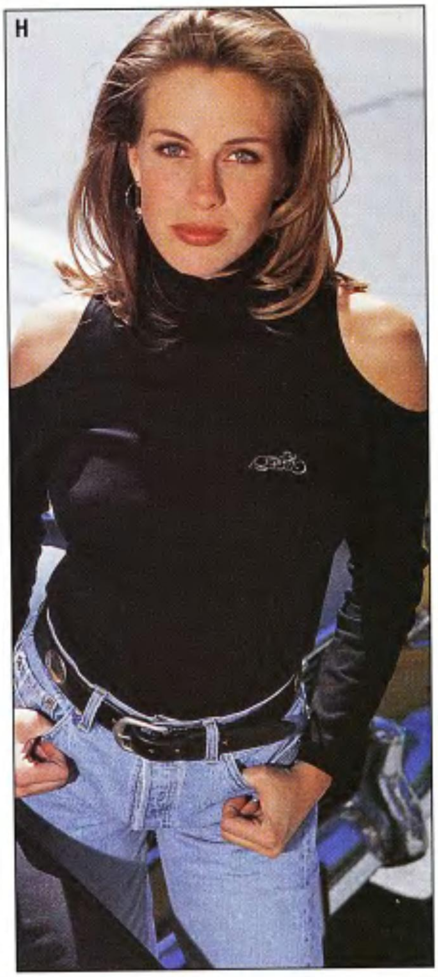
3840 Sizes SM, MD, LG **$19.95**

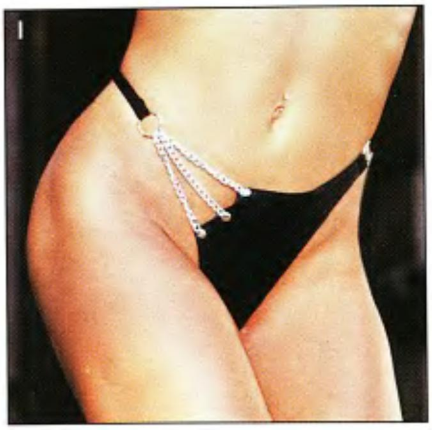
I. LEATHER & CHAIN G-STRING

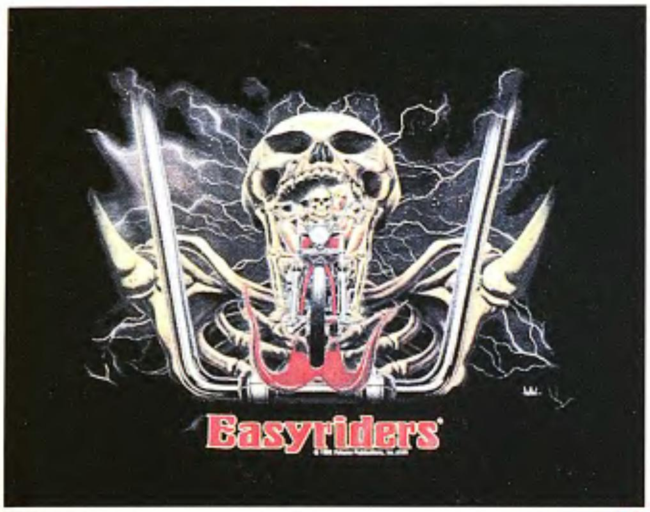
Knock his socks off wearing this leather and chain G-string. Features lycra thong back.

200111 Sizes SM, MD, LG, XL **$24.95**



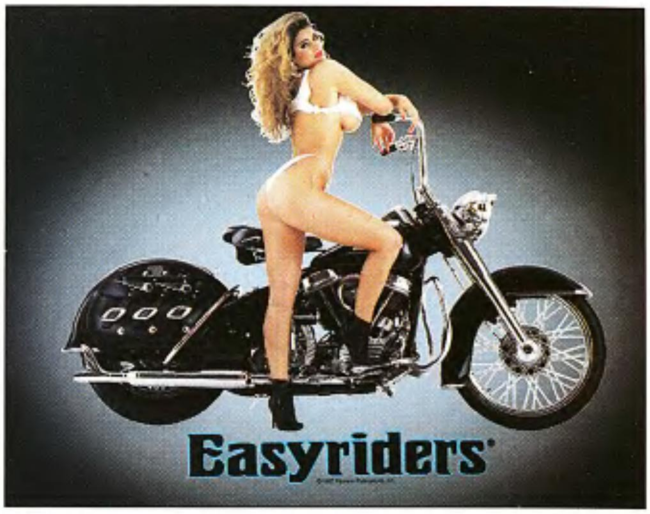




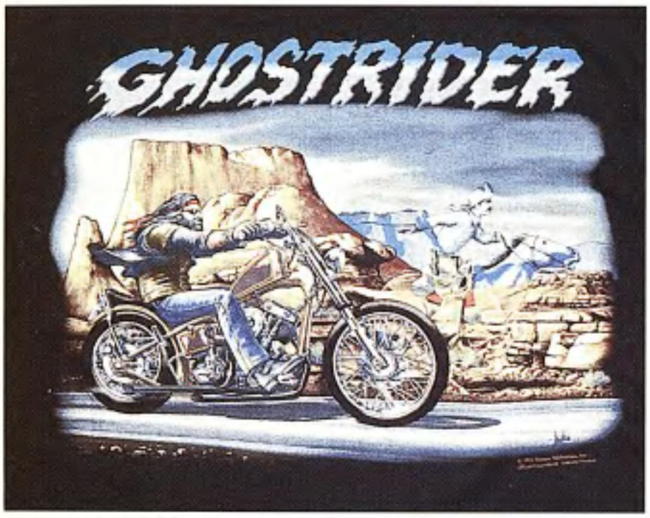


SKELETON RIDE
8599 Sizes MD, LG, XL **$16.95** - XX **$18.95** - XXX **$20.95**

NEW!



HARDTAIL/SOFT TAIL
8801 Sizes MD, LG, XL **$16.95** - XX **$18.95** - XXX **$20.95**

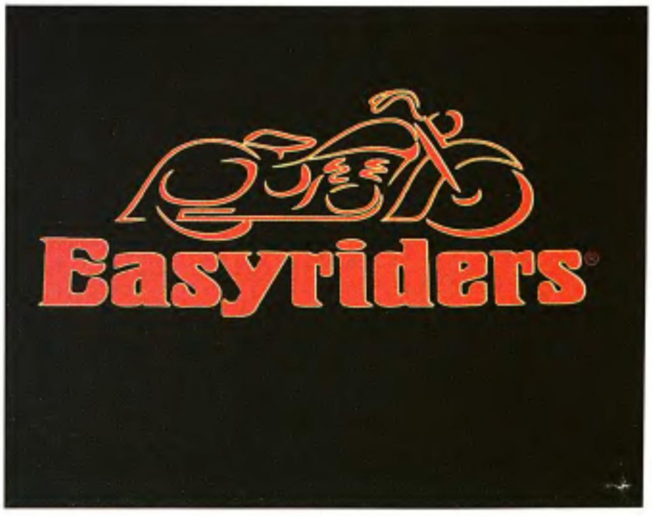


DAVID MANN GHOSTRIDER
8580 Sizes MD, LG, XL **$16.95** - XX **$18.95** - XXX **$20.95**

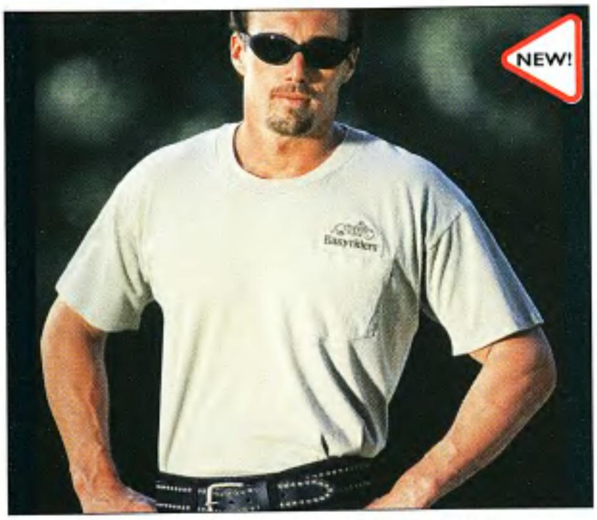
FAST AND FREE
8822 Sizes MD, LG, XL **$16.95** - XX **$18.95** - XXX **$20.95**

AMERICAN EAGLE
8850 Sizes MD, LG, XL **$16.95** - XX **$18.95**

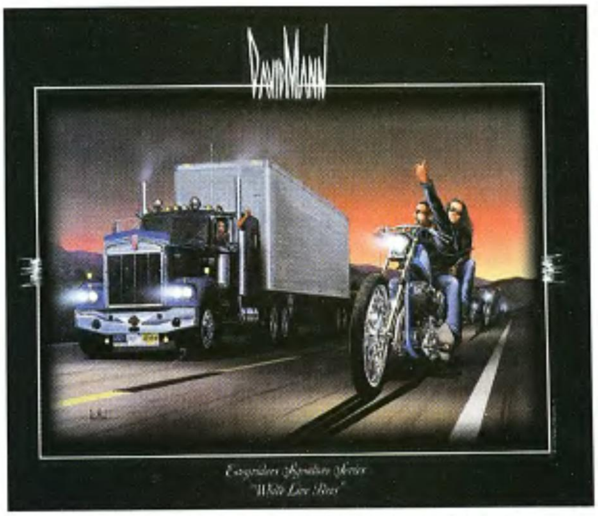
NEW!



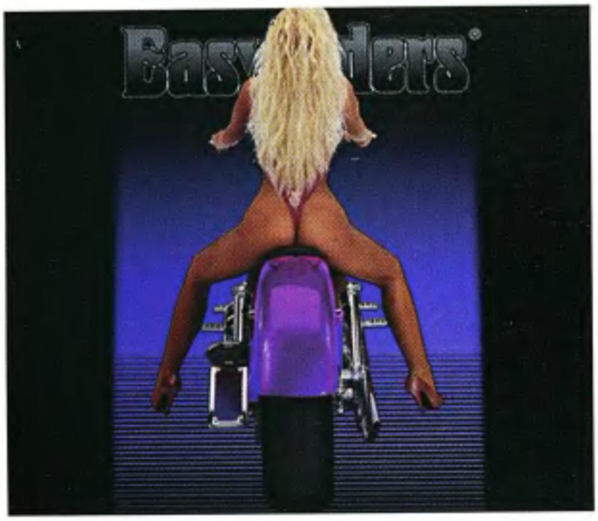
***EASYRIDERS* BIKE**
8390 Sizes MD, LG, XL **$16.95** - XX **$18.95** - XXX **$20.95**



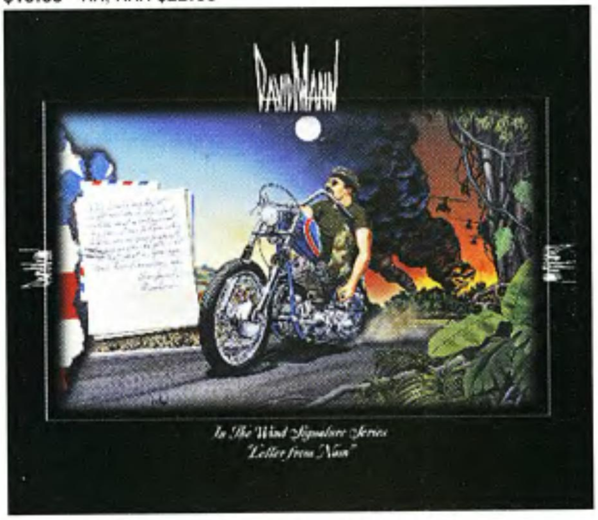
***EASYRIDERS* EMBROIDERED MOCHA POCKET T-SHIRT**
8460 Sizes MD, LG, XL **$19.95** - XX **$22.95**



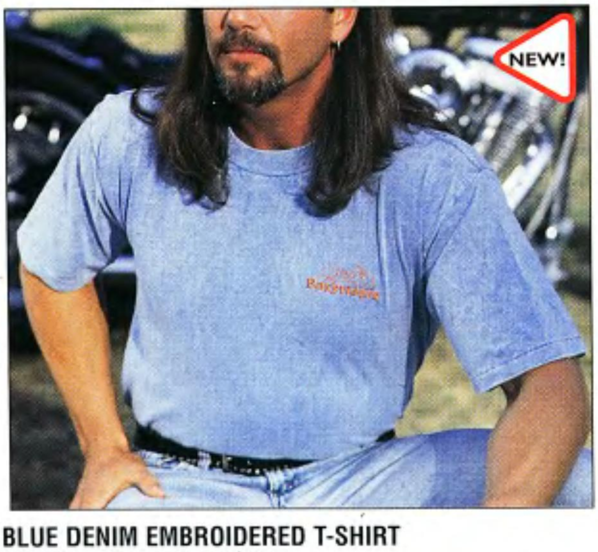
DAVID MANN/*EASYRIDERS* SIGNATURE SERIES
This T combines an embroidered David Mann signature with the "White Line Bros" screen print design. **8585** Sizes MD, LG, XL **$19.95** - XX, XXX **$22.95**



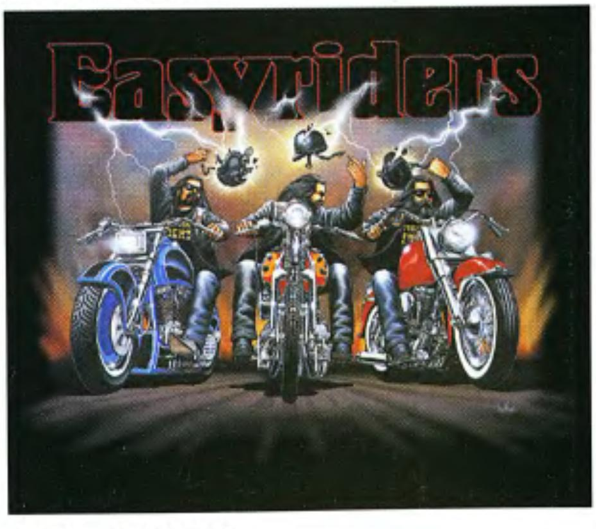
***EASYRIDERS* BUTT SHOT**
8820 Sizes MD, LG, XL **$16.95** - XX **$18.95** - XXX **$20.95**



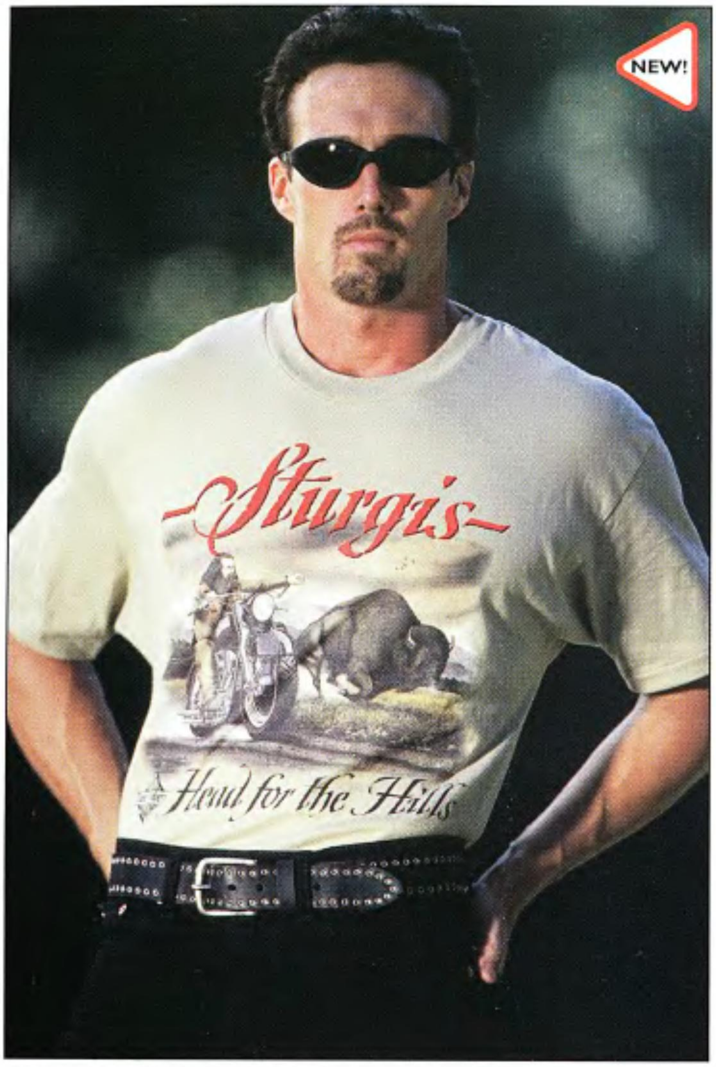
DAVID MANN/*EASYRIDERS* SIGNATURE SERIES
This T combines an embroidered David Mann signature with the "Letter from Nam" screen print design. **8590** Sizes MD, LG, XL **$19.95** - XX, XXX **$22.95**

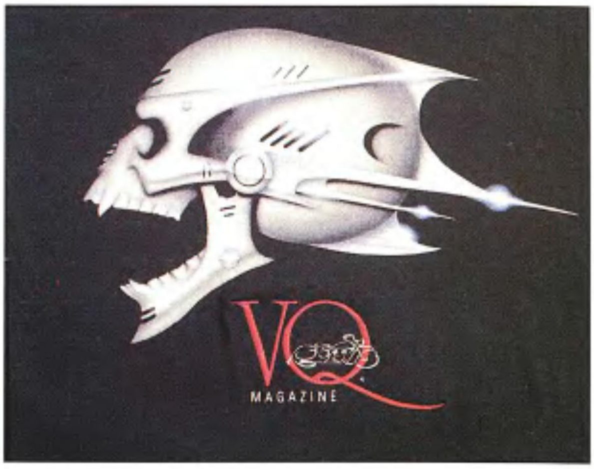


BLUE DENIM EMBROIDERED T-SHIRT
8901 Sizes MD, LG, XL, XX **$14.95**



LIGHTNING STRIKES
8823 Sizes MD, LG, XL **$16.95** - XX **$18.95** - XXX **$20.95**

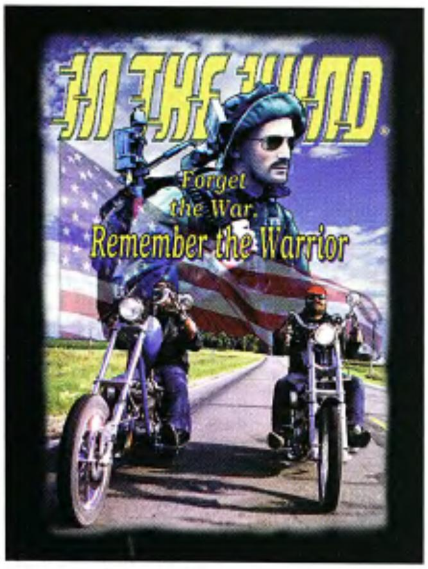




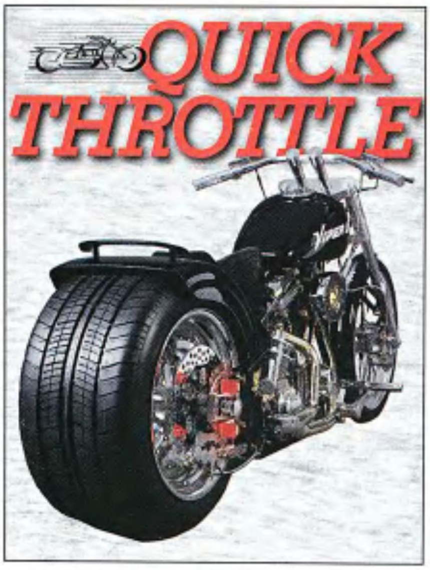
VQ SKULL
This T combines an embroidered VQ bike logo with a screen printed design.
8790 Sizes MD, LG, XL **$19.95** - XX **$22.95**

HEAD FOR THE HILLS - STURGIS
9645 Sizes MD, LG, XL **$16.95** - XX **$18.95**

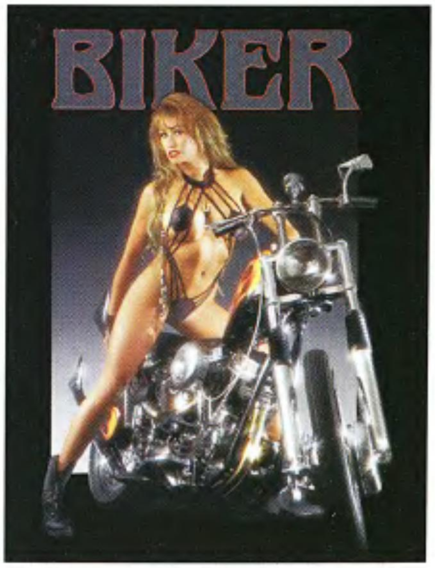
BIKER CHOPPER
8787 Sizes MD, LG, XL **$16.95** - XX **$18.95** - XXX **$20.95** NEW!



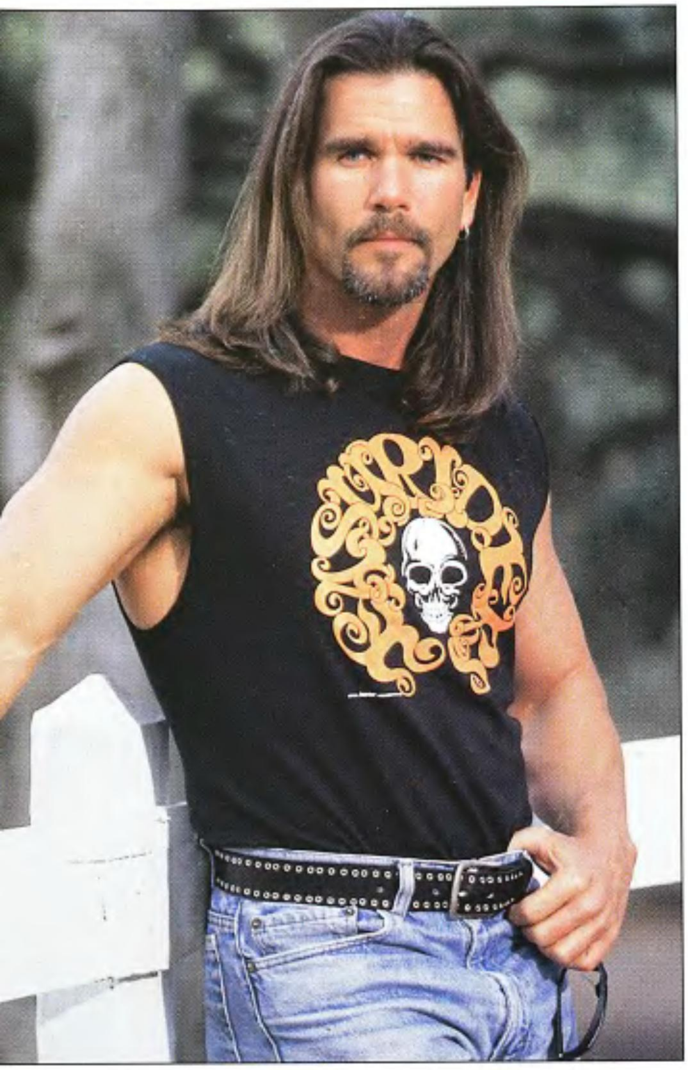
IN THE WIND WARRIOR
8770 Sizes MD, LG, XL **$16.95** - XX **$18.95**
XXX **$20.95**



QUICK THROTTLE FIRST ISSUE
8795 Sizes MD, LG, XL **$16.95** - XX **$18.95**
XXX **$20.95**



HEATHER IN LEATHER
8786 Sizes MD, LG, XL **$16.95** - XX **$18.95**
XXX **$20.95**



MUSCLE T WITH SKULL LOGO
8341 Sizes MD, LG, XL, XX **$14.95**

BIKER BASICS
Design is screen-printed on front, back and sleeves. **8800** Sizes MD, LG, XL, XX, XXX **$23.95**

POCKET T-SHIRT WITH SKULL LOGO
8455 Sizes MD, LG, XL **$19.95** - XX **$22.95**

VIETNAM VET
8715 Sizes MD, LG, XL **$16.95** - XX **$18.95** XXX **$20.95**

CHOP IT & STROKE IT
8781 Sizes MD, LG, XL **$16.95** - XX **$18.95** XXX **$20.95**

JUMBO EAGLE
8720 Sizes MD, LG, XL **$16.95** - XX **$18.95** XXX **$20.95**

To place an order or locate a dealer near you, call (800) 247-6246.

A. NASTY FEET BOOTS

Handcrafted in the Allegheny Mountains of Pennsylvania, all boots are made with Goodyear Welt construction, reinforced shanks, Neoprene oil resistant soles and cushioned insoles. Men's boots have ANSI approved steel toes, Velcro closure tool pocket and stash pocket. Available with embossed *Easyriders* eagle logo. The tall ladies boot has a lace-up top closure. This shorter version of ladies boots comes with an upper buckle closure. Made in the USA.

Men's 11", **2515** Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12 **$169.00**
Ladies' 11", **2516** Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 10 **$159.00**
Men's 17", **2505** Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12 **$189.00**
Ladies' 17", **2506** Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9 **$189.00**

B. WESTERN BOOTS

Classic cowboy footwear crafted in the U.S.A., these boots are made for walkin' and ridin'. Features include comfort cushioning Vikoform inner soles that smooth out the roughest road. Oil resistant Neoprene soles provide the traction while the steel toe design adds a 75 lb. drop test safety upgrade and embossed *Easyriders* eagle logo. Pull on a pair and walk in the foot-steps of history…and be in style.

Men's, **2522** Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12 **$169.00**

C. LOGGER BOOTS

Our rugged logger boots are hand-crafted with Goodyear Welt construction, providing comfort and durability. Features include full grain leather, heavy-duty oil-resistant Vibram soles, and embossed Easyriders eagle logo. Made in the U.S.A.
Men's, **2525** Sizes 8, 8½, 9, 9½, 10, 10½, 11, 11½, 12 **$129.00**
Ladies, **2526** Sizes 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, 10 **$129.00**

A

Ladies

A

Mens

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Mens

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Ladies

B

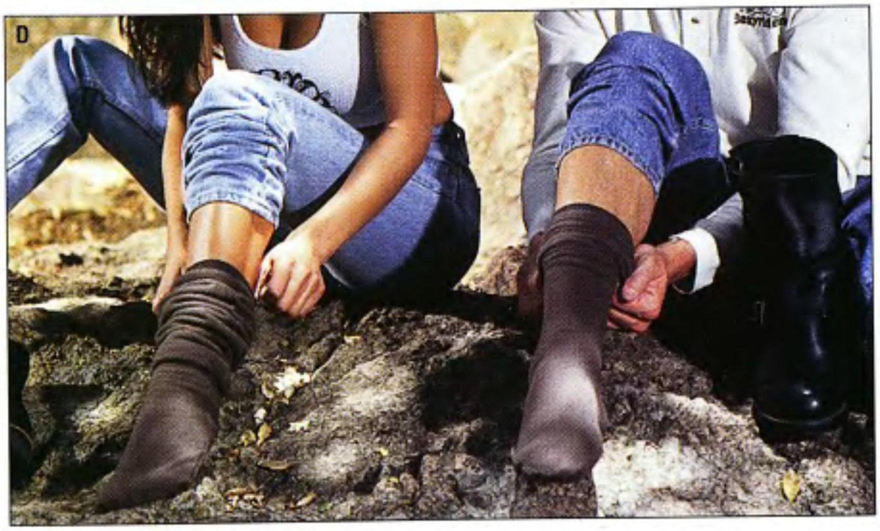
B

C

C

To place an order or locate a dealer near you, call (800) 247-6246

D



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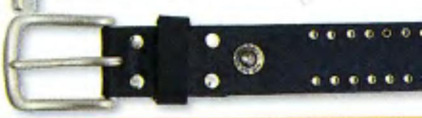


D. FLEECE RIDING SOCKS

These sensational socks are fashioned from Polartec Power Stretch Fleece, and Lycra/ Polyester, which provide warmth and dryness without weight, stretchability for a smooth fit, and even an anti-microbial finish that eliminates smelly "boot foot" odor. And remember, these hi-tech socks keep your feet warm in the winter and cool in the summer. The ultimate in riding apparel, the Fleece Socks feature a Sporty Mid Cuff.

4225 XS/SM, MD/LG, XL/XX **$24.95**

E. MENS AND LADIES DEERSKIN GLOVES

When you slip on a pair of these Deerskin Gloves, you'll enjoy the luxurious feel and comfort plus the advantage of proven durability. Made in U.S.A.

Mens **2275** Sizes SM, MD, LG, XL **$39.95**
Ladies **2276** Sizes SM, MD, LG, XL **$39.95**

F. MENS AND LADIES DEERSKIN GLOVES WITH THINSULATE

Grab ten warm fingers. These Deerskin Gloves with Thinsulate offer extra comfort during colder riding days and nights. The Thinsulate fibers trap more air and insulate better than other materials. Made in the U.S.A.

Mens **2280** Sizes SM, MD, LG, XL **$55.00**
Ladies **2281** Sizes SM, MD, LG, XL **$55.00**

G. DEERSKIN GAUNTLET GLOVES

You can run the gauntlet in safety and comfort with these *Easyriders* Gauntlet Gloves with Thinsulate. The rugged good looks and extra protection are enhanced by the warmth of Thinsulate construction. Made in the U.S.A.

Mens **2285** Sizes SM, MD, LG, XL **$69.00**
Ladies **2286** Sizes SM, MD, LG, XL **$69.00**

H. *EASYRIDERS* CONCHO BELT

2340 Sizes 32, 36, 40, 44 **$39.95**
Made in the U.S.A.

I. LADIES HOOK BELT

2355 Sizes 28, 32, 34, 36 **$29.95**
Made in the U.S.A.

J. *EASYRIDERS* EYELET BELT

2360 Sizes 32, 36, 40, 44 **$49.95**
Made in the U.S.A.

K. BIKER WALLET

Chaining your cash to your leg is one way to keep it from running away. *Easyriders* has built the classic biker wallet to help you save up for that trip to Sturgis, or for that new Fat Head twincam from Milwaukee. Features include 100% tough black leather, chromed security chain and snaps to keep it all together. You can bank on its quality.

700043 $34.95

A. SKULL CAP
Embroidered skull logo on a gray brushed twill cap. **300357 $19.95**

B. ALL LEATHER CAP
Black on black *Easyriders* embroidery. Made in the U.S.A. **300234 $29.95**

C. SAVAGE RING CAP
Embroidered logo and a real captive ring on a chino twill cap. **300359 $19.95**

D. QUICK THROTTLE CAP
Embroidered Quick Throttle logo on a brushed bull denim cap. **300360 $19.95**

E. BIKER CAP
Embroidered Biker logo on a brushed cotton black cap. **300362 $19.95**

F. VQ CAP
Embroidered VQ and Bike logo on a bull denim tan hat. **300361 $19.95**

G. MEDALLION CAP
Made with the *Easyriders* bike logo in metal and leather to complement the leather visor and bull denim crown. **300356 $19.95**

H. TATTOO DRAGON CAP
Embroidered Tattoo logo and dragon on a brushed cotton cap. **300358 $19.95**

I. GHOST BIKE CAP
Silver embroidered *Easyriders* type with black embroidered bike logo on a black bull denim cap. **300355 $19.95**

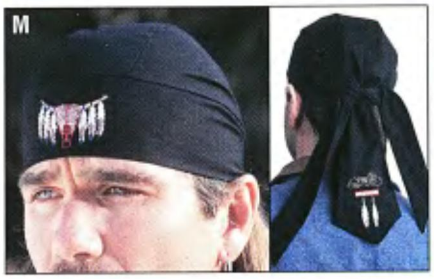
J. IN THE WIND CAP
Embroidered logo on a two-tone brushed cotton cap. **300363 $19.95**

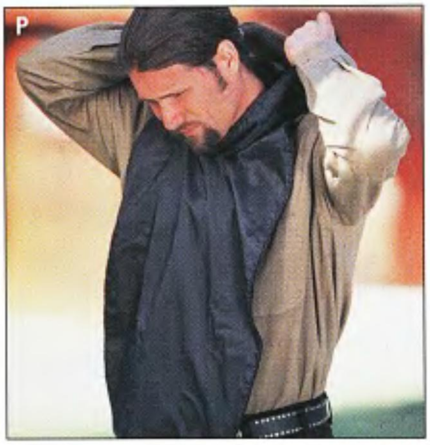
K. BARETTA CAP
The newest in biker cool. Snap-brim felt cap worn backwards will show off the tasty embroidered *Easyriders* logo. **3000** Sizes SM/MD, LG/XL **$19.95**

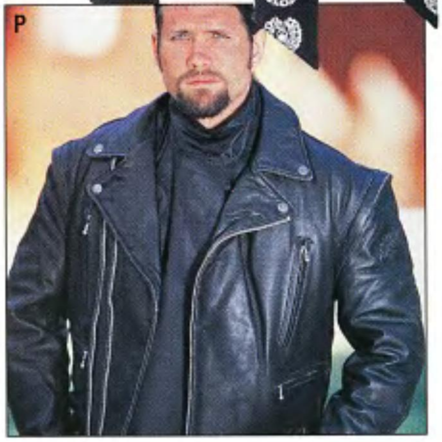
ALL OF THE CAPS ABOVE ARE MADE IN THE U.S.A.

L. BANDANAS
These 22" x 22" square bandanas can be rolled, twisted, and tied any which way to make a cool piece of headgear, neckwear or whatever-wear. Made from cool cotton, the striking full-color image makes a statement.
Flame **801139 $7.95**
Eagle **801138 $7.95**

B







M. HEAD WRAPS

Wrap your head in these classic biker wraps and keep your hair where you want it. Besides looking way cool, they serve a purpose, so stay ahead of the pack with your choice of three styles.
Bike Logo, **300372 $14.95**
Southwest, **300371 $14.95**
Wheel, **300370 $14.95**

N. LEATHER RIPPER

A soft leather version of the extremely popular Ripper cap. **300269 $19.95**

O. RIPPER CAP

Our form-fitting, 100% washable cotton rippers offer all the benefits of a bandana, plus an elastic & velcro closure to keep them in place.
Black, **300264 $10.95**
Black/White skulls, **300268 $10.95**

P. CHILLBUSTER

Beat the cold with the *Easyriders* cotton/poly chillbuster. It completely covers the chest and neck area and features a secure velcro closure. **700047 $29.95**

Q. BLACK KNIT CAP

This traditional cap rolls to size, and features an embroidered bike logo. **300104 $11.95**

R. BLACK KNIT SCARF

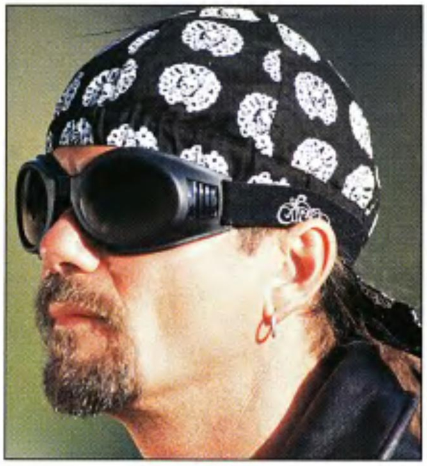
Made of warm, comfortable 100% acrylic, this scarf features an embroidered *Easyriders* bike logo. **300105 $19.95**

S. LEATHER AND SUEDE SCARVES

Keep your neck warm with these stylish and practical scarves.
Leather, **801126 $24.95**
Suede Fringe, **801125 $29.95**

A. GOGGLES

Features an adjustable elastic strap with the *Easyriders* bike logo and a soft drawstring case.
Smoke, **321026 $19.95**
Clear, **321027 $19.95**



B. ROADWARE SUPER SHADES

When are sunglasses more than eye protection? When *Easyriders* makes them to fit close to your face and styles them in three different looks, all with a rubberized "shark-skin" finish and *Easyriders* logos. Also features optically molded, shatterproof, scratch resistant, polycarbonate lenses with maximum UV protection. *2 comes with Anti-fog lenses. All glasses come with a 1 year manufacturer's warranty.

1 - Sturgis-smoke,	**321034**	**$19.95**
1- Sturgis-clear,	**321035**	**$19.95**
2 - *Hollister-smoke,	**321030**	**$34.95**
2 - *Holister-clear,	**321031**	**$34.95**
3 - Laconia-smoke,	**321036**	**$19.95**
3 - Laconia-clear,	**321037**	**$19.95**

B-1

B-2

B-3

C. SUNGLASS COLLECTION

Each durable nylon frame has been custom contoured for wind protection with all the resilient features of our super shades. The *Easyriders* logo appears on each pair, identifying them as yours.

1- Nylon Balorama - Smoke,	**321022**	**$11.95**
1- Nylon Balorama - Clear,	**321023**	**$11.95**
2- Extreme Wrap - Smoke,	**321020**	**$14.95**
2- Extreme Wrap - Clear,	**321021**	**$14.95**

C-1

C-1

C-2

C-2

D. BOLO SUNGLASSES

These hi-tech rimless sunglasses have an adjustable nylon cord to keep the contoured sunglasses hugging your face. Your choice of clear or smoke lenses. Go Bolo!
Smoke, **321015 $14.95**
Clear, **321016 $14.95**

D

E. HARLEY 95TH COLLECTORS MODELS

Authentic Harley 1⁄18 scale models are made with die cast metal body suspension and details down to the spokes. **$9.95 each.**

1 - **160155** FLHR™ Road King®
2 - **160156** FLSTS™ Heritage Springer®
3 - **160157** FLSTF™ Fat Boy®
4 - **160158** XL™ 1200C Sportster®
5 - **160159** FXDL™ Dyna Low Rider®
6 - **160160** FLH™ Electra Glide® Standard

E-1

E-2

E-3

E-4

E-5

E-6

EASYRIDERS 11 OZ. COFFEE MUGS

F. VQ Skull Coffee Mug	**600219**	**$12.95ea.**
VQ Skull Mug 4 pk.	**600220**	**$39.95**
G. Ghostrider Coffee Mug	**600215**	**$12.95ea.**
Ghostrider Mug 4 pk.	**600216**	**$39.95**
H. *Easyriders* Bike Coffee Mug	**600221**	**$12.95 ea.**
Easyriders Bike Mug 4 pk.	**600222**	**$39.95**
I. *Easyriders* Flag Coffee Mug	**600217**	**$12.95 ea.**
Easyriders Flag Mug 4 pk.	**600218**	**$39.95**
Mixed 4 pk. (1 of each F-I)	**600223**	**$39.95**

F

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Buy 4 and SAVE

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EASYRIDERS FROSTED BAR GLASSES

Features Dave Mann Ghostrider design in platinum silver.

J. Beer Stein 33 oz.	**600230**	**$19.95 ea.**
K. Beer Mug 17 oz.	**600228**	**$14.95 ea.**
Beer Mug 4 pk.	**600229**	**$49.95**
L. Rocks Glass 14 oz.	**600226**	**$12.95 ea.**
Rocks Glass 4 pk.	**600227**	**$39.95**
M. Shot Glass 1.5 oz.	**600224**	**$8.95 ea.**
Shot Glass 4 pk.	**600225**	**$24.95**

N. COLLECTOR TRUCK

Add to your own collection or give someone a great gift. The limited-edition *Easyriders* trailer/coin bank is built to 1/64th scale in durable die-cast metal. It features a Kenworth cab-over and a key-lock, and it arrives in a special four-color carton with the *Easyriders* history.
253003 $44.95

O. COLLECTOR BUCK KNIFE & CASE

For the serious collector, this is an item that cannot be passed up. Only 250 of these knives were ever made. They feature an original David Mann piece etched in 22kt gold on the blade and a solid wood display box with "Ghostrider" artwork on the marble inset. Manufacturer's warranty and certificate of authenticity are included.
290060 $319.00

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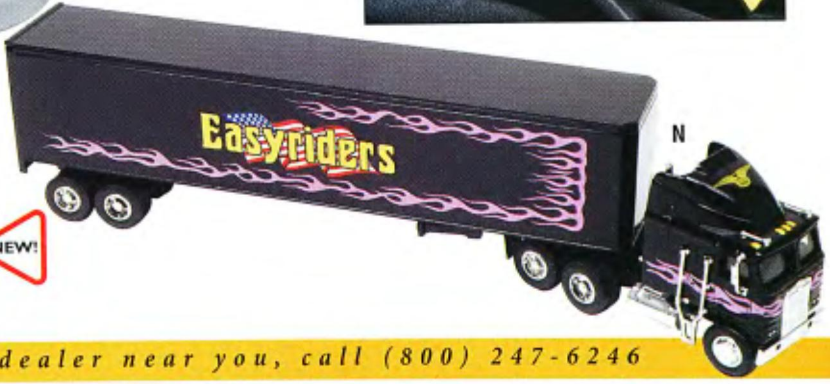

A. HARLEY PARKING SIGN

Let it be know who parks in your driveway with these Harley signs.
Metal sign "Violators Will Be Shot"
150051 $24.95
Plastic sign (not shown)"Violators Will Be Towed"
150053 $7.95

B. DOUBLE LOCK HANDCUFFS

Secure your assets with these trusty locks. Belt pouch with handcuff case sold separately.
160010 $19.95

C. BIKER BLACK BARBECUE APRON

Drag out the grill and slap on the sauce! *Easyriders* has got you covered with this tastefully designed and fully functional apron, made to keep you clean and stylish while you slave over a hot barbecue.
320020 $14.95

D. MULTI-TOOL

This handy tool may look like a pair of pliers, but that's just the beginning. It features a can opener, a bottle opener, several knife blades, files, plus standard and Phillips-head screwdrivers. It also comes with its own convenient leather carrying case featuring an *Easyriders* logo medallion.
700100 $24.95

E. BEER CAN HOLSTER

Strap-on holster attaches to your belt and ties around your thigh to keep your brew upright. Great for when you need both hands but want to keep a cold one close by. It is made of Nylon and leather with an *Easyriders* flag logo.
500012 $14.95

F. EZ ROLL

With its adjustable strap, you can wear this handy pack over your shoulder, around your waist, or attach it to your bike at built-in mounting positions. It features two front pockets with velcro flaps and a large storage area.
700013 $39.95

G. H-D ROAD HOG

Dressed up and ready to go, this plush toy makes a great gift for the little bikers in your life. 11" tall.
321014 $19.95

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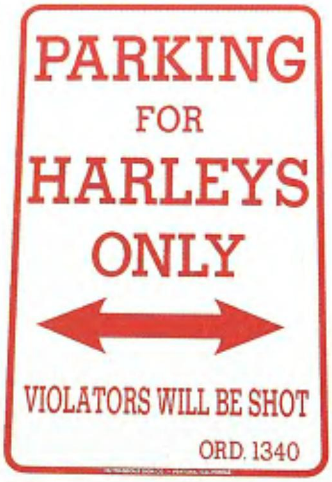

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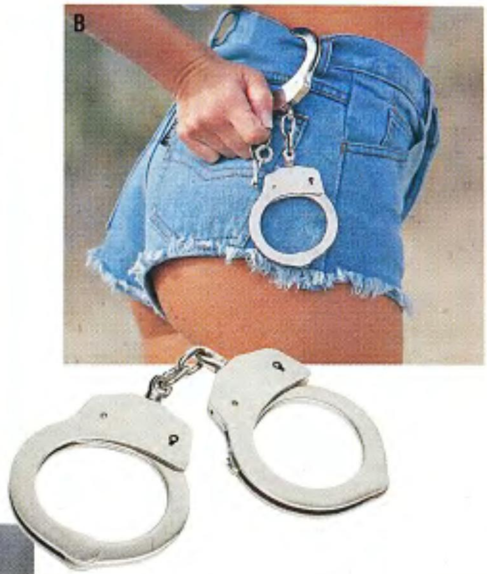

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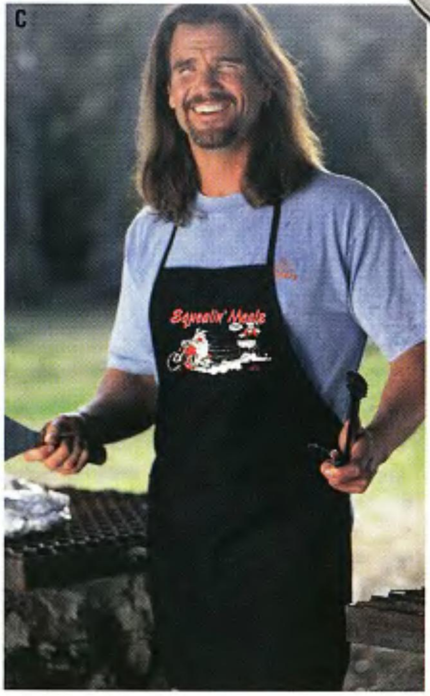

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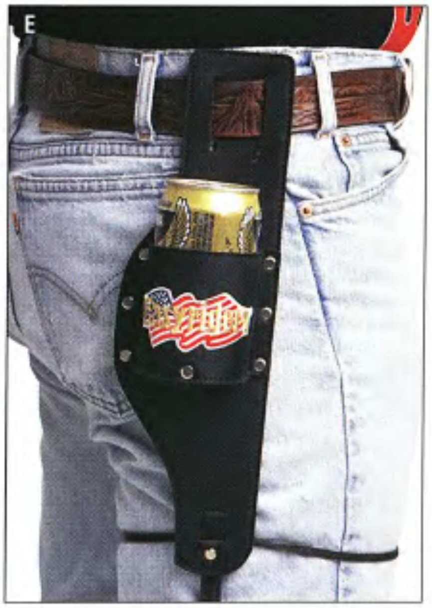

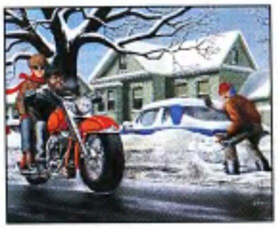

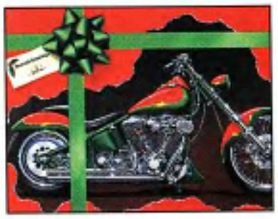
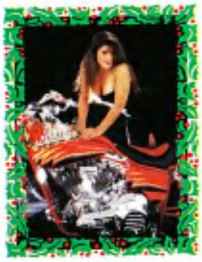

H. XMAS CARDS

Tired of fuzzy bears and overweight cherubs on Christmas cards? Then grab a few boxes of *Easyriders'* newest selection of seasonal greetings. Choose from eight holiday classic illustrations by the legendary David Mann, and four "Bikes and Babes" revealing a little more than holiday spirit. Boxed sets of twelve cards and envelopes are available in either a mixed selection, or with your favorite theme. **$8.95** ea. for a set of 12 cards.

Left to Right

110328 Happy Holidays
110327 Season's Greetings
110319 Spreadin' biker goodwill this holiday season

110310 Have the ride of your life this season
110301 (A biker Christmas story)
110325 Season's Greetings

110326 Merry Christmas
110329 I'm dreaming of a ride this Christmas
110324 Here's hopin' you get all the toys you asked for this Christmas
110315 Harley with your lights so bright, won't you guide my ride tonight.

110313 Breakin' thru to a Merry Christmas and a New Year's blast.
110314 Spreadin' biker goodwill to all.

Mixed Set 1 each of the 12 cards
110330 $8.95

I

I. DAVID MANN SLEIGH RIDE STEIN

This David Mann winter scene is crafted onto the collector ceramic and pewter stein. Comes with a certificate of authenticity.
600004 $69.95

J K

J. TOY RUN CHRISTMAS WRAP

Make your gift stand out under the tree with this David Mann theme paper. Set of two 20"x 30" sheets. **090005 $4.95**

K. GHOSTRIDER GIFT WRAP

When you wrap a present in our Ghostrider paper, your friends will like the box as much as the gift! Features original David Mann artwork. Set of 2/ 20"x 30" sheets.
090004 $4.95

L-1

L-3

L-2

L-4

L. *EASYRIDERS* CHRISTMAS ORNAMENTS

Tis the Season to decorate your Christmas tree with Biker cool style. Our little elves have created four collectible quality decorations elegantly cast in antique satin finish Pewter. They measure about 2 ¼" in diameter. Choose from four great holiday biker scenes or order the four pack with one of each. Each comes in a green velvet lined box.
$12.95 each.

L-1. Bike Logo	**253030**
L-2. Toy Run	**253031**
L-3. Biker	**253032**
L-4. Santa On Bike	**253033**
	4 pack 1 of each

253034 $39.95

A. *EASYRIDERS* SWIMSUIT CALENDAR

Count the days! 16 months of bikes and babes with this full color 9" x 11" calendar.
CEA990 $6.99

B. TATTOO CALENDAR

16 months of real tattoos on real people. Measures 9" x 11" and brought to you in full color.
CTA990 $6.99

C. AMERICAN RODDER CALENDAR

16 months of hot rod cars and girls in full color, measuring 9" x 11". **CAR990 $6.99**

D. TECH PAMPHLETS

These How-To pamphlets will take you through the inS and outs, and hey-this-works of Handlebars, Electrical Systems, and Exhaust Pipes.

060215	Handlebars	**$5.00**
060216	Electrical	**$5.00**
060217	Exhaust	**$5.00**

E. TECH TIPS & TRICKS

Volume 1 has recently been reprinted because of popular demand. Volume II is jammed-packed with the latest in short cuts and fast cuts. Volume III are tips that can save time and money. Volume IV is the latest edition filled with great new tips.

Vol. I,	**060207**	**$14.95**
Vol. II,	**060200**	**$9.95**
Vol. III,	**060202**	**$9.95**
Vol. IV,	**060210**	**$14.95**

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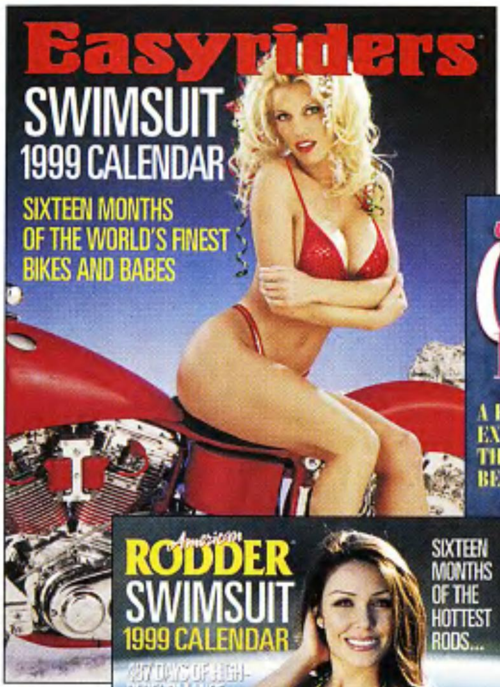

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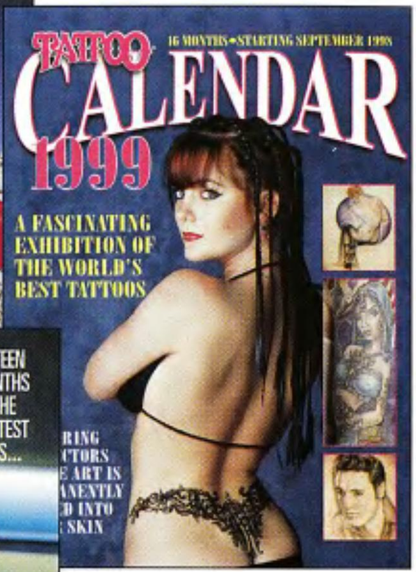

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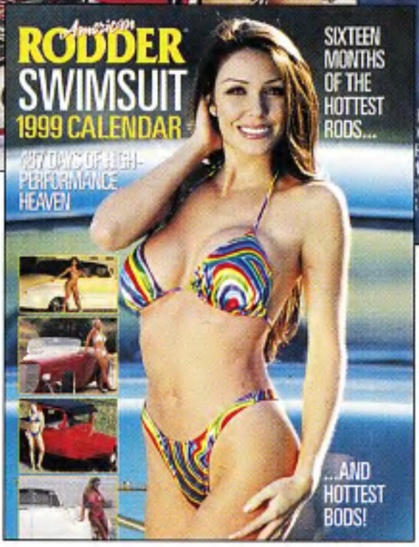

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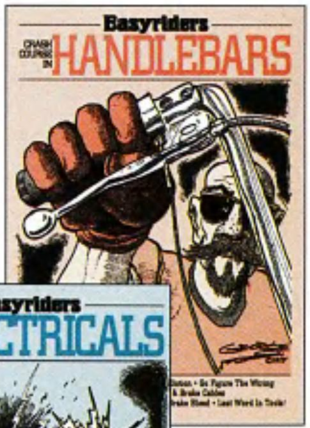

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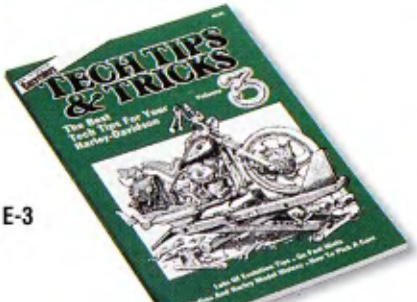
E-1

E-2



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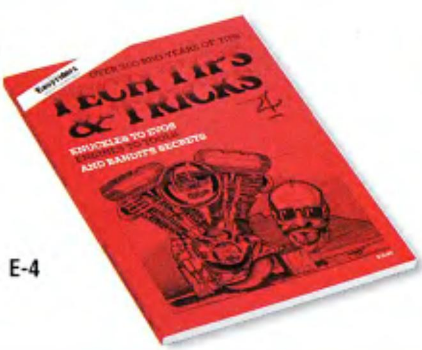


E-4

Easyriders Video Magazines

Four times a year we put together the ultimate biker video,
packed with on-the-road action, tech tips, biker fantasies and the hottest biker babes!
Each *Easyriders* video magazine is available for
$24.95 each.

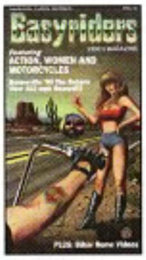
❑ **VEA001**: Easyriders first video, Boozefighters, music by David Allen Coe, The Doors, and more.

❑ **VEA002**: Bike Week '89 Easyriders Bike Show. Wall of Death.

❑ **VEA003**: Black Hills Rally. Vets Run to the Wall.

❑ **VEA004**: Malcolm Forbes last Love Ride. Vintage Indian film. Grateful Dead Roadie.

❑ **VEA005**: Daytona Bike Week 1990. David Mann's collection. *Easyriders* Bike Show in Malibu.



❑ **VEA006**: *Easyriders* Streamliner Land Speed Record. Vintage bike museum in Texas.

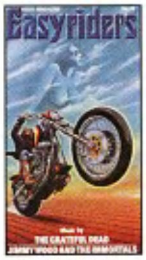
❑ **VEA007**: Sturgis 50th Anniversary Bash! Music by Hank Williams Jr. and Lynyrd Skynyrd.

❑ **VEA008**: Easyriders Grand National Rodeo. More Boozefighters, party in Austria.

❑ **VEA009**: Daytona 50th Anniversary 1931 Vintage race in N.Y. Easyriders 3rd Annual Bike Show.

❑ **VEA010**: Best parties! Sturgis, Laconia and the Red River Run. Drag racing great.

❑ **VEA011**: NYC Run for our POW/MIA's. Ohio motorcycle rodeo. Maryland Toy Run.



❑ **VEA012**: AM JAM Tattoo Expo. Iron Man Ed Kretz. Meet the Kentucky Headhunters.

❑ **VEA013**: Daytona Bike Week. Meet Bud Ekins, Hollywood Stunt man. 4th Annual Bike Show.

❑ **VEA014**: Iowa Freedom Rally. Redwood Run. Antique Bike Races. *Easyriders* Rodeo.

❑ **VEA0015**: Sturgis Special. Monster sled puller. Biker jokes and hot and heavy rock-'n'-roll.

❑ **VEA0016**: Dedicated to tattoos. Zippers Cycle drag bike feature. Scenes at an Easyriders bike shoot.

❑ **VEA017**: Daytona Beach welcomes bikers. Drag racing action. Flame painting secrets.

❑ **VEA018**: Winter special. Harley's 90th Anniversary. Wild Willy returns. Biker fantasy "Razor's Edge".

❑ **VEA019**: Sturgis. Fryed Brother's Band. Chillicothe rodeo. Lorenzo Lamas, "Renegade".

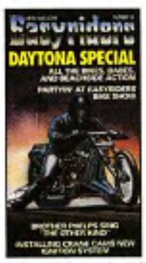
❑ **VEA020**: 1993 Grand National Rodeo. Custom Chrome's Pro-Street kit. And...a fantasy bike wash.

❑ **VEA021**: Daytona, hottest party. Run to the Wall. Easyriders Invitational Bike Show in Ohio.

❑ **VEA022**: Biggest Laughlin River Run ever. Dave Barr's round the world two wheeled tour.

❑ **VEA023**: Exclusive interview with Pearl Hoyle. Carl Marrow's Warbird project.

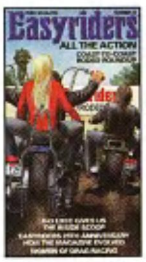
❑ **VEA024**: Grand Nationals in Lancaster, CA. Behind the scenes at our catalog girls shooting.



❑ **VEA025**: Daytona Beach 55th Bike Week. 7th Annual Easyriders Invitational Bike and Tattoo Show.

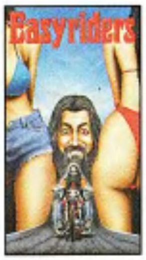
❑ **VEA026**: Best biker parties. Laconia, Tijuana Toy Run. Illusion motorcycle. Brake bleeding tech.

❑ **VEA027**: Black Hills Motor Classic. Ben Nighthorse Campbell. Iron Horse Rally.



❑ **VEA028**: Easyriders 25th Anniversary. Coast-to-Coast Rodeo Roundup. Women of Drag Racing.

❑ **VEA029**: Daytona 1996 *Easyriders* Bike Show Tour.



❑ **VEA030**: Best parties on the planet. Myrtle Beach. Laughlin. Doobie Brothers.

❑ **VEA031**: Hunka-Hunka Burnin' Love Ride. Fast Scotty Parker, 7-time national champion.

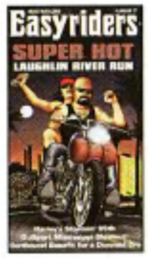
❑ **VEA032**: Bikers and babes heat up the Florida coast. '96 Rodeo Tour. Weasels tacky biker flick.

❑ **VEA033**: Exotic Dancer Run. Easyriders Rodeo Grand Nationals. Easyriders Bike Show Bash.

❑ **VEA0334**: Hollister 50th. Redwood Run '97. Chicago Toy Run '96. *Easyriders* Columbus Bike Show.

❑ **VEA035** Easyriders Rodeo Grand Nationals - Chillicothe. Artistry In Ink Show - Anaheim. Oyster Run '97. Wetzel Blowout '97. Run For The Wild.

❑ **VEA036**: Daytona '98. Easyriders Bike Show Tour



❑ **VEA037**: Harley's 95th anniversary celebration. Laughlin Run '98

For PAL format, just add "P" to the Video item number.

To place an order or locate a dealer near you, call (800) 247-6246

A. ORIGINAL DUO-LIFT

This unique device is designed to lift both the front and rear wheels off the ground in a safe manner. Designed for double down-tube frames, the Duo-Lift comes in two models. The original Duo-Lift is lightweight and will handle most bikes. The Wide Duo-Lift offers greater stability and handles bikes with low oil pans, including Dyna Glides. Both feature a sliding top bar to clear center side stands.

Original, **280103 $129.00** ♦
Wide, **280101 $149.00** ♦

EXTRA LIFT BAR FOR DUO-LIFT

Made for extended front ends and tall scoots (more than 5 1/2" of ground clearance) that need an extra lift to get the front wheel off the ground.
LIFTS BOTH WHEELS OFF THE GROUND!
280102 $19.95

B. EZ LOAD RAMP

A three-piece eight-foot-long ramp made of the best U.S. Steel, strong enough to load the heaviest bikes. Features include a 20-degree bend to fit flush on the tailgate, round rail guides for tires and expanded metal floor for traction. Can be stored behind your truck's seat.
280200 $129.00 ♦

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♦ Extra shipping charge may apply for these items.

All items are made in the U.S.A.

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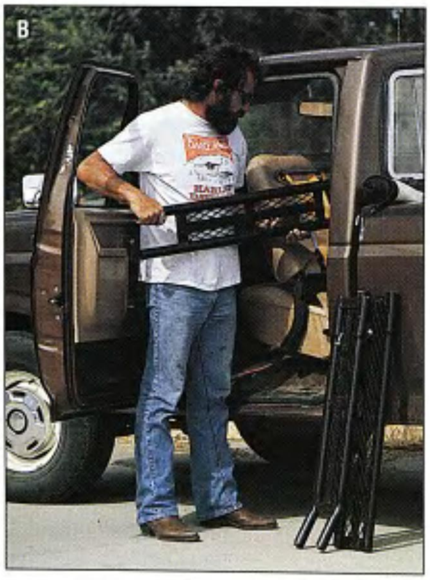

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C. HYDRA-LIFT

This heavy duty, tubular construction lift is for use with all Harleys. It lifts the frame a full 18 inches off the ground and slides under bikes with less than 4 inches of ground clearance. Features full floating 4 ton hydraulic jack, double wall gate hinge construction, ground locks and levelers, double duty safety locks and stops, rubber covered lifting surfaces, plus a ratchet with a hold down strap. Lifting surface is notched to accommodate forward brake control support.

280115 $299.00 ❖

D. WHEEL PACKAGE

Makes your Hydra-Lift more portable. Wheel package includes a set of 4 wheel assemblies. When removing motorcycle wheels this package allows you to expand the wheel base from 30" to 45" for extra stability (working like an outrigger). Wheels mount easily to the Hydra-Lift and lock safely into place.

280116 $99.00 ❖

E. BIKE COVER

Protect your investment with a fitted black motorcycle cover that keeps out the dirt yet doesn't trap moisture. Fits all Harleys except ones with fairings or scoot boots. Available in two designs.

"Make My Day," **700000 $109.00**

"Warning," **700099 $109.00**

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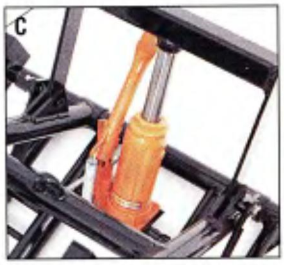

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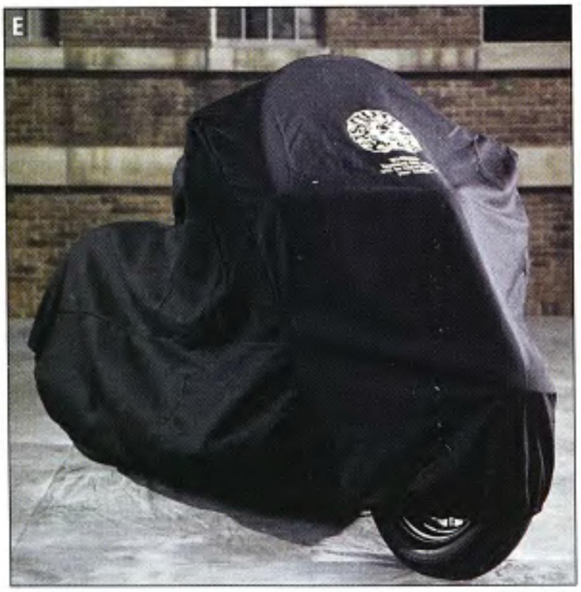

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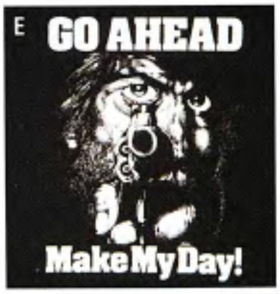

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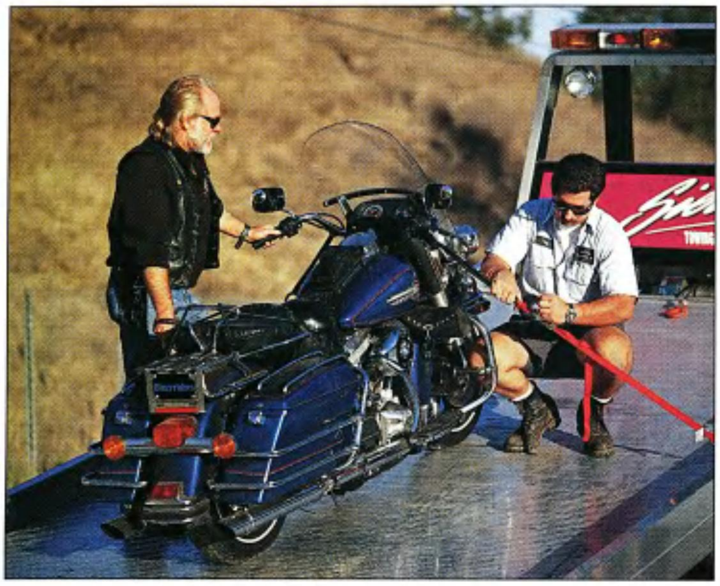
❖ Extra shipping charge may apply for these items.

All items are made in the U.S.A.



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It's the most comprehensive Club and Road Service Plan for motorcycles there is. You can call our "Bros Club®" toll free line 24 hours a day, nationwide, and a truck will be sent to the rescue. We'll pay up to $50.00 of the cost of the call. (That covers most calls). You will also get a one year "Bros Club" membership that includes:

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- VIP treatment at events.
- "Ridin' With Rip," our roving reporter's guide to the best spots (and hot spots) across the country.
- A "Bros Club" winged patch, decal and membership card.

Bros Club Membership
290080 **$29.95**

Easyriders℠ Franchise Stores are now available in select areas. For more information, contact: Franchise Dept. at (818) 879-6114.

Scottsdale, AZ 602-947-4423	Ft. Lauderdale, FL (coming soon)	Detroit, MI 810-783-7300	Albuquerque, NM 505-830-EASY	Columbus, OH 614-224-9400	Dallas, TX 214-357-0707
Camarillo, CA 805-383-1041	Atlanta, GA 770-914-6076	Minneapolis, MN 612-340-0400	Las Vegas, NV 702-368-7808	Tulsa, OK (coming soon)	Houston, TX 281-752-6966
Denver, CO 303-584-9886	Columbus, GA 706-321-1755	St. Louis, MO 314-230-6400	Reno, NV 702-322-2250	Myrtle Beach, SC 803-236-BIKE	Salt Lake City, UT 801-944-7888
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Ft. Myers, FL (coming soon)	New Orleans, LA 504-887-6968	Greensboro, NC 910-292-4262	Cleveland, OH 216-241-7800	Memphis, TN 901-382-2733	Cambridge, Ontario 519-650-EASY

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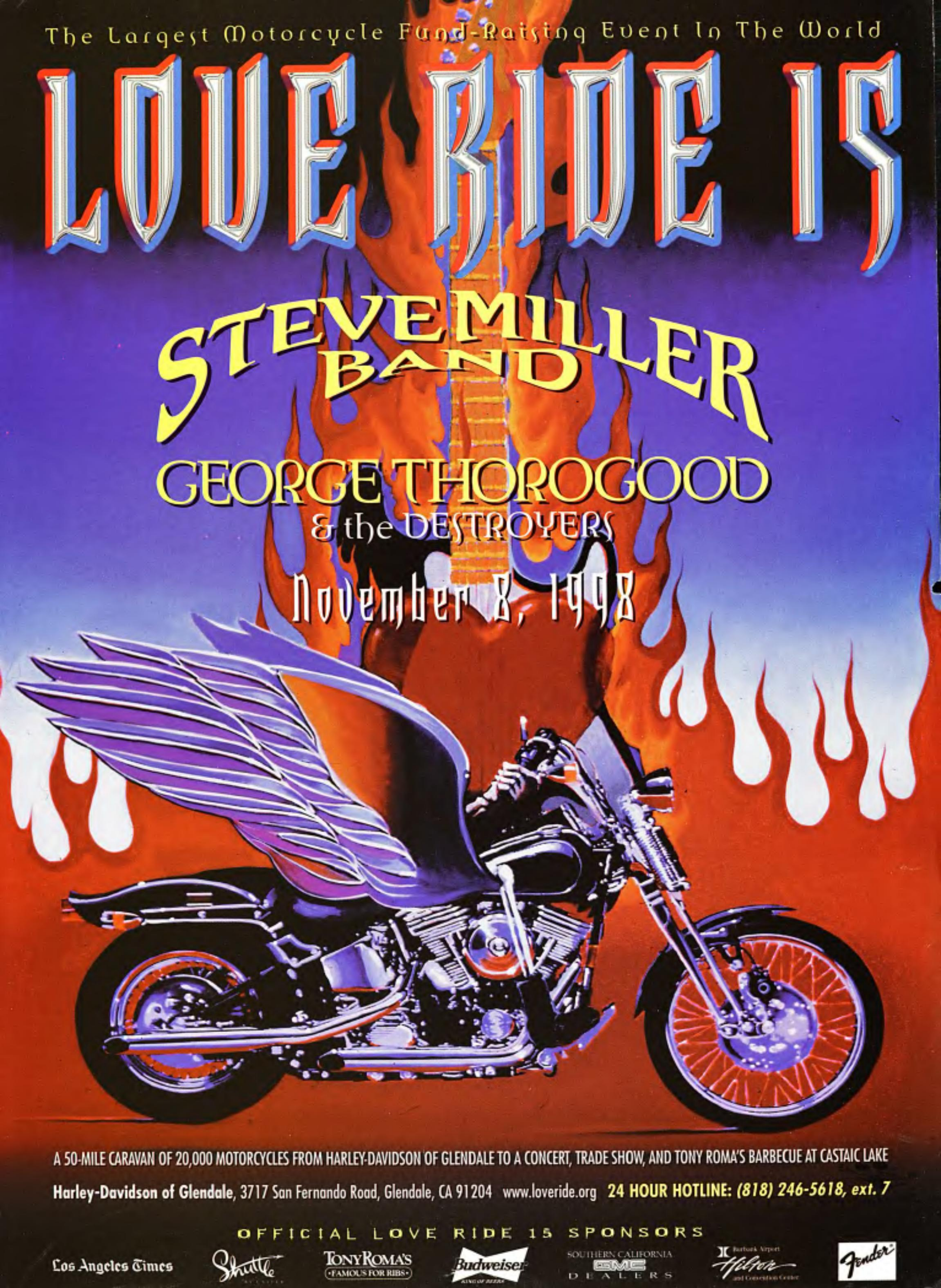
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Tour Schedule

New Location
October 31, 1998
Dallas, Texas
Dallas Market Hall

New Location
November 7, 1998
Chicago, Illinois
Villa Park
Odeum Sports and Expo Center

New Location
November 21, 1998
Atlanta, Georgia
Georgia International
Convention & Trade Center

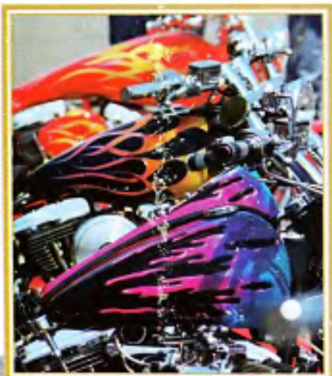
January 9, 1999
Pomona, California
L.A. Fairplex

January 16, 1999
Charlotte, North Carolina
Charlotte Convention Center

New Location
January 23, 1999
Sacramento, California
Cal Expo and State Fair

New Location
January 30, 1999
Phoenix, Arizona
Phoenix Civic Plaza

Invitational
Columbus, Ohio
Tattoo Gallery
February 12, 13, 14, 1999
Franklin County
Veterans Memorial



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Here's how to register:
1. Call 1-800-962-9857 and request an application.
2. Return application with entry fee before deadline.
3. Show up, check-in and best of luck.

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All interested exhibitors call (800) 962-9857

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